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BODY BUILDERS INSTRUCTIONS

The Incomplete Vehicle Document (IVD) is supplied with each incomplete vehicle, and provides information that should be used by intermediate and final stage manufacturers in determining conformity to applicable Federal Motor Vehicle Safety Standards (FMVSS). The IVD also includes information which must be followed in order to ensure that Environmental Protection Agency (EPA) and California emissions certification requirements and NHTSA Fuel Regulations are met.

The Body Builders Book contains information that may be used in addition to the IVD for any manufacturer making alterations to a GM complete/incomplete vehicle. No alteration should be made to the incomplete vehicle which either directly or indirectly results in any component, assembly or system being in nonconformance with any applicable Federal Motor Vehicle Safety Standard or Emission Regulation. Intermediate and final stage manufacturers should be familiar with all Federal Motor Vehicle Safety Standards and Emission Regulations and aware of their specific responsibilities as manufacturers.

It is the responsibility of the final stage manufacturer, vehicle modifier or alterer to insure compliance of the completed, modified or altered vehicle to all applicable Federal Motor Vehicle Safety Standards and regulations.

General Motors vehicles may contain systems that provide coverage beyond Federal Motor Vehicle Safety Standards and regulations. It is the responsibility of the vehicle final stage manufacturer, modifier or alterer to ensure these systems operate appropriately once the vehicle has been completed, modified or altered.

For further assistance contact Upfitter Integration at: 1 (800) 875-4742, or go to our Web site at **"http://www.gmupfitter.com."**

Section 0 — General Instructions

Check for proper clearance between body members and chassis components, which may in any way affect the reliability and performance of the vehicle by developing abrasion and wear points from moving parts or degradation from extreme environment or thermal exposure or may increase interior noise. Any attachments must consider chassis components for jounce and rebound motion at maximum GVW.

Check headlamp aim and all vehicle illumination systems for proper operation when the vehicle has been completed. Re-aim headlamps when necessary. Check for proper operation of windshield washer, wipers and defroster system. In no case should any alterations affect the function, physical or mechanical properties, environment or vital spatial clearances of the components, assemblies or systems.

Extreme care must be taken when working on vehicles which have been equipped with Powertrain Control Module (PCM), Sensing and Diagnostic Module (SDM) (Air Bag Control Module) and ABS Control.

Do not mount any components with large magnets, such as stereo speakers, in the area of the driver's seat due to the Sensing and Diagnostic Module (SDM).

The frontal airbag sensor, on the lower radiator support **cannot**, under any circumstance, be moved from the present mounting location. The SDM, side impact sensor (SIS), and rollover sensor (ROS) **cannot**, under any circumstance, be moved from their present mounting locations in vehicles equipped with head-curtain side-impact air bags. *Optional:* The SDM may be relocated in incomplete vehicles with the VXT and Y3H options.

(Section 0 — continued on next page)

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Welding

CAUTION: Fuel tank and fuel lines must be drained and all vapors purged to ensure non-combustible mixture before any welding, brazing or soldering.

If arc-welding is employed on the chassis or body parts or components which could be damaged by welding temperatures, these parts must be removed or adequately shielded. Some examples are brake lines, fuel lines and fuel tank assembly, electrical wiring, electronic modules, sensing and diagnostic module under the drivers seat and S.I.R. sensor under radiator support. To avoid electronic component damage, disconnect battery (batteries); disconnect the negative cable first, followed by the positive. To reconnect cables; connect the positive first, then the negative.

When welding low carbon steel side rails, crossmembers and brackets, emphasis is placed upon weld application techniques to avoid stress risers that may adversely affect frame operating stresses. Note that some of the frame sections are made of high-strength-low-alloy steel that could be adversely affected by heating due to welding. Also, prior to welding, the area to be welded and surrounding area must be cleaned of all frame protective coating.

After welding, when parts are cool, carefully inspect wiring and electrical components for shorts or other damage which could draw excessive currents and possibly cause an electrical system short when the battery is reconnected. Also, assure that the fuel systems and especially the fuel lines are not damaged or distorted from the welding heat. Apply protective coating to areas where coating was removed.

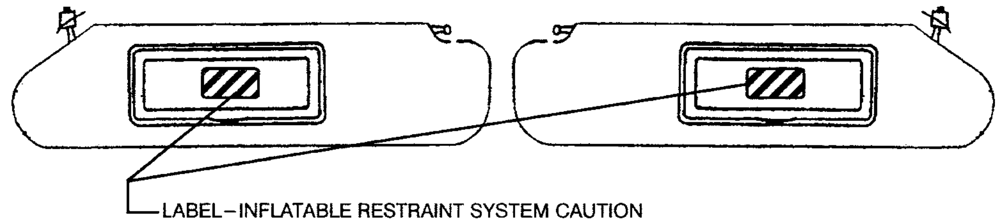
Service and service replacement parts for your add-on systems may not be available from a GM dealer. Those installing aftermarket systems should provide information as to where and how to obtain service.

Labels

All labels on the vehicle (any message applied to the vehicle or vehicle component that informs, instructs, or warns) must appear on the completed vehicle so the user can read them easily and without obstruction.

NOTE: In order to be in compliance with FMVSS 208, no other label shall be installed on the same side of the sunvisor as the Inflatable Restraint Caution (Air Bag) Label.

SUNVISOR (DOWN POSITION)


LABEL – INFLATABLE RESTRAINT SYSTEM CAUTION
(Print should be readable from Drivers/Passenger position)

Note: Sunvisor with vanity mirror shown.
Install label in same location on sunvisor without mirror.

Section 1 — Body

Accessory items such as refrigerator, hot water heater, furnace, etc., which operate on liquid propane gas should be located and protected to prevent exposure to any flame.

Body structures, interior and accessory arrangements must be designed into the vehicle to provide for proper load distribution on both axles and not to exceed any gross axle weight ratings. Lateral load equalization must also be maintained. The resultant Center of Gravity of the unladen vehicle must be within the limits tabulated in the FMVSS 105 section of the Incomplete Vehicle Document.

Body insulation provided by General Motors should not be removed. This includes any thermal or underbody heat shields. This insulation is provided to protect the vehicle body and occupants from excessive heat and/or provide noise attenuation. Any replacement material internal to the occupant compartment may have to be certified for MVSS 302 standard on flammability. Some areas of specific interest are:

- Underbody exhaust, muffler and tail pipe shields and insulators.
- Rear load floor interior insulation.
- Front floor interior insulation.
- Dash mat insulation.
- Engine cowl insulation - interior and exterior.
- Engine cover insulation.

Conversions

Conversions which remove the roof bow above the front doors must provide equivalent tie-in between door pillars.

A minimum of 10° departure angle should be maintained if frame and/or body is extended.

If body builder installs seating other than that supplied with vehicle, it is the body builder's responsibility to ensure that the seating and restraint systems comply with FMVSS requirements. The restraint systems supplied with the vehicle were designed to accommodate the seating reference points and seat travel of the original equipment seats only.

(Section 1 — continued on next page)

(Section 1 – continued from previous page)

Rear Heater

The heater system is designed to support a rear heater core heat rejection of 543 Btu/min (32,580 Btu/hr). If additional heat is required, a Fuel Operated Heater (RPO K08) is offered on the GMT610. This option will provide an additional 17,500 Btu/hr to the system coolant. The total of the rear auxiliary heater system supports 50,080 Btu/Hr with a base engine plus the optional fuel operated heater (GMT610 RPO K08).

Front Heater Core	37,020 Btu/hr
Rear Heater Core	32,580 Btu/hr
Fuel Operated Heater (GMT 610 RPO K08)	17,500 Btu/hr, directly to the coolant

Diesel engines may set the Check Engine light if too large a rear heater core is installed. The coolant temperature needs to be able to maintain a minimum of 70 degrees C (158 degrees F) for regeneration of the particulate filter to occur.

Proper coolant flow to the EGR cooler must be maintained – any modification or additions to the hose/valves will require a coolant flow check.

Air Conditioning

For additional information refer to ***Engine – Section 6.***

NOTE: Air conditioning systems using R-134A refrigerant are equipped with metric fittings to prevent interchange with R-12 refrigerant components. Do not interchange R-134A components, refrigerant oil or service equipment with R-12 components, refrigerant oil or service equipment

Rear Air Conditioning

A/C system is designed to support a rear Evaporator Core heat rejection of 450 Btu/min (27,000 Btu/hr). The system will not be properly balanced if a larger rear evaporator core is used without other system modifications. This condition may lead to poor performance, and/or potential component failure.

Front Evaporator Core	28,200 Btu/hr
Rear Evaporator Core	27,000 Btu/hr

The A/C and heater lines are usually routed between the vehicle floor and exhaust system heat shields. The electrical connectors for the rear HVAC are usually routed on the inside right rear pillar and it also has a switch on the front dash to control the rear air.

(Section 1 – continued on next page)

(Section 1 – continued from previous page)

NOTE: It is imperative that the design of the HVAC lines and materials selected by the Conversion Companies, upfitter (or HVAC supplier) provide mechanical attachments to the vehicle to protect against abrasion, engine oil, and vibration, The lines must also be insulated to protect against engine or exhaust system heat. Please be aware that an improperly installed HVAC system by the SVM may damage OEM and/or van conversion system components.

This unit may be equipped with A/C quick-connect fittings on the liquid tube (high pressure) and the suction (low pressure) return tube. These fittings are designed to accept matching Aeroquip connecting fittings attached to pre-charged lines. This allows a one time only connection to the O.E.M. charged A/C system without having to discharge, evacuate and recharge for the connection of a rear A/C system. These quick connects must be used for warranty coverage of the A/C system.

A modification to the A/C system which causes the A/C plumbing lines to increase in length (such as the addition of a rear after-market evaporator and blower assembly) will necessitate the following changes:

- Lubrication – PAG refrigerant oil must be added to rear system to provide lubrication for compressor. Refer to the G Van Service Manual for specifications.
- Refrigerant – Add R-134A refrigerant to system based on sizing of new tubes, hoses and evaporator. Contact your A/C supplier for recommended charge.
- Label – Revise/modify GM charge label (located on the front face of evaporator) from factory recommended charge for a front system only to body builder's new recommended dual system per SAE J639. This is important for servicing the A/C system so that the technician knows the correct amount to add to the modified system.
- Heater/Defroster – No modifications should be made to the heater/defroster system or coolant supply which could affect compliance to FMVSS 103.

Section 2 — Frame

Hole drilling, welding, modifications, or alterations to the frame assembly are the responsibility of persons performing these operations. These same individuals assume complete responsibility for frame assembly, reliability, performance after alterations and compliance to applicable FMVSS requirements.

The following procedures and specific precautionary instructions are recommended for proper installation of special bodies and/or equipment on GM frames. Failure to follow these recommendations could result in serious damage to the basic vehicle.

New soft mount provisions for RV and Commercial bodies (vehicles 03/32 YFI). Locations found on the reference pages 38 - 40 in the Body Builders Manual.

(Section 2 – continued on next page)

(Section 2 – continued from previous page)

Flanges

Do not drill holes in frame flanges:

- Within 20 mm (0.75 in.) of radius tangent and 25 mm (1.0 in.) of raw edge.
- Larger than 12 mm (0.50 in.).
- Closer to each other than twice the hole diameter.

NOTE: The frame flanges holes recommendations might be affected by the soft mount provisions/locations.

Holes

Holes to mount brackets, supports, and out-riggers must be drilled in the vertical side web with the following restrictions:

- Material between edge of hole and inside of upper or lower flange must not be less than 37 mm (1.50 in.) for low carbon steel (36,000 PSI yield).
- The minimum edge distance between any two (2) holes must be larger than twice the diameter of the larger hole.
- No holes should exceed 20 mm (0.75 in.) in diameter.
- All holes should be drilled in the frame using appropriate drilling practice and safety precautions.

Alterations

If the wheelbase is modified, the alterer must take responsibility for compliance with affected motor vehicle safety and emission standards and for warranty on items such as driveshafts, universal joints, center bearings and rear transmission tailshaft, transfer case and transmission case fractures, output shaft bushings, bearings, brakes, fuel systems and any other related component failures. Additionally, the customer must be alerted in the modifier's owner's manual that parts for the reworked area are not available through the General Motors Service Parts System.

(Section 2 – continued on next page)

(Section 2 — continued from previous page)

Shear Plate Attachments

Attachments of shear plates should be accomplished by using existing manufacturing holes already available.

When additional holes are required for shear plate attachment, they should be no larger than 20 mm (0.75 in.) in diameter. Holes are to be drilled no closer than 63.5 mm (2.5 in.) apart. For holes drilled forward of the rear axle, centers are to be no closer than 63.5 mm (2.5 in.) from the top or bottom flanges and no closer than 89 mm (3.5 in.) from any suspension attachments. For frame holes drilled rearward of the rear spring hanger bracket, hole centers are to be no closer than 51 mm (2.0 in.) from the top or bottom flange and no closer than 89 mm (3.5 in.) from suspension attachments.

Required large holes such as 20 mm (75 in.) diameter or larger, should be kept to a minimum required opening. Tubes should be welded in place if holes in excess of 25 mm (1.0 in.) diameter are required.

Trailer Towing

The Incomplete Vehicle Document specifies that the CG location be within certain limits. The Body Builder must use all appropriate data.

Note to Body Builder/Final Stage Manufacturer: Failure to keep body and payload CG at least 26 inches forward of centerline of rear axle will result in degradation of trailer towing capacity. Consult the Trailer Towing Guide to determine maximum tongue load for your vehicle.

Section 3 — Front Suspension

See chassis data information for clearances and assistance in calculating trim heights.

Since there is a large variation in completed vehicle front weight due to differences in body weight and equipment, care must be taken not to exceed the GAWR/GVWR. Also, the front suspension alignment must be checked and reset if necessary after the vehicle is completed. Caster and camber should be set with reference to the “Z” and “D” trim height dimensions.

See The G Van Service Manual for complete alignment procedure, specifications and measurement of the “Z” and “D” trim height dimensions under the “Diagnosis” and “Wheel Alignment” section.

Section 4 — Rear Suspension

Due to differences in body weight and equipment, care must be taken not to exceed the GAWR/GVWR.

Clearance to body should be provided for the suspension, axle, driveshaft and tires under the following conditions: (1) Axle in full jounce against the metal-to-metal stop, (2) Axle at 4.5° roll with one side of axle in full jounce at the metal-to-metal stop and (3) Axle at design position. Allowance for the tire chain clearance shown on a maximum grown tire must allow for (1.66 in.) clearance to the sides of the tire and (2.5 in.) to the top of the tire. Be sure sufficient clearance is provided for suspension, axle, and tire and wheel through full vertical travel (up and down).

Pipes, wiring, conduits and any other related components must not be placed where they cross the path of motion of the rear axle, driveshaft, axle brake pipes, hoses, spring or tires. Such crossing could result in rupture, wear-through, or separation due to normal axle motion.

NOTE: Notification to the consumer may be required in certain states if tire chains cannot be used.

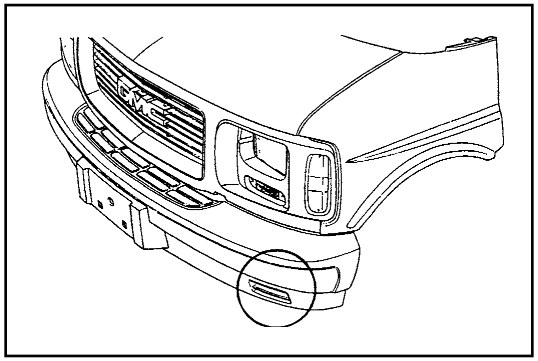
See chassis data information for additional clearances and for assistance in calculating trim heights.

Section 5 — Brakes

See The G Van Service Manual for brake specifications.

Due to the critical nature of brake systems, anyone making modifications or alterations must assume complete responsibility for system reliability, performance and certification to FMVSS 105.

All G10 and some G20 models are equipped with front air dams below the front bumperas shown in the illustration. These air dams are equipped with brake cooling openings as shown. These openings should not be obstructed by the addition of any accessories that would impede the flow of air to the front brakes.



It is mandatory that no change be made to the brake master cylinder location, brake pedal push rod length or pedal position.

Ensure that the hydraulic brake system is free of air and hydraulic leaks. Bleed brakes if required, following procedures as outlined in the G Van Service Manual. Ensure that the vacuum booster system or hydraulic booster system is functional and free of leaks.

Check master cylinder fluid level and fill as necessary. Use only DOT3 Fluid from a sealed container. Delco Supreme 11 is recommended. (Refer to Owner's Manual).

Check power steering fluid level for models equipped with hydraulic booster brake. (Refer to Owner's Manual).

Added floor covering or carpeting must not restrict service or parking brake pedal travel from released position to full pedal travel.

(Section 5 — continued on next page)

(Section 5 — continued from previous page)

No body part or chassis-mounted component may be located within 2.0 in. of brake hose routing in all wheel and axle positions. All exhaust system components must also have a minimum of 2.0 in. clearance to brake hoses in closest positions. (Be sure to account for brake hose travel with suspension.) **Note:** Heat shielding is likely required with clearances even greater than 2.0 in. Keep the brake fluid temperature below the boiling point of water under all operating conditions.

Body builder is to verify that the brake warning switches are operative. (The brake warning switch on models equipped with vacuum-hydraulic brakes is located adjacent to the master cylinder vacuum unit.) This includes the brake system differential pressure. (The parking brake actuator switch is mounted on the park brake apply mechanism which is mounted on the L.H. body side inner under the instrument panel.)

The park brake system is equipped with an automatic adjuster. ***Do not separate the park brake cables unless the apply mechanism is blocked out.*** The adjuster will wind in the cable until it can no longer be reconnected if not blocked (pinned). See the Pin UP procedure outlined in Section 5, Enabling the Park Brake Automatic Adjuster, in the G Van Service Manual.

Section 6 — Engine

For additional information refer to ***Body - Section 1.***

Air conditioning and auxiliary belt-driven equipment installation recommendations:

No alterations or additions to the accessory drive belt system will be warranted on either multiple belt systems or serpentine belt systems.

The serpentine belt type of drive is designed as a total system, incorporating a single poly-V belt and an automatic tensioner. In this type of system, degrees of pulley wrap, belt tension, and pulley alignment are very critical factors. Modification is not recommended.

When additional alternators, A/C compressors and/or other aftermarket accessory components are added to the OEM accessory drive system on the engine, the Upfitter must be aware that these increased system loads may impact the components of the accessory drive system, including the bearing life and durability of the OEM accessories, drive belts, water pump, idler pulleys and belt tensioners.

The General Motors New Vehicle Limited warranty does not cover any damage or failure resulting from modification or alteration to the vehicle’s original equipment as manufactured or assembled by GM. Any issues resulting from body or equipment additions and any alterations to any of the parts, components, systems or assemblies installed by GM must be addressed by the special body company or equipment installer.

(Section 6 – continued on next page)

(Section 6 – continued from previous page)

The fan and fan clutch that come with the vehicles are matched to the equipment and conditions encountered in normal operation. Substitution of the fan and/or fan clutch may affect cooling performance. A substitute fan may be subjected to excessive stresses and might break. Substitution is therefore not allowed.

The incorporation of an aftermarket air conditioning system could have the following consequences:

- Vehicle/engine/coolant overheating in certain geographical areas that normally experience high ambient temperatures.
- Restrictions to engine cooling fan airflow resulting in higher fan blade stress.
- Inadequate air conditioning performance unless system capacity is enough to cool the interior space of the completed vehicle.

Due to the critical nature of the accelerator system, anyone making modifications or alterations assumes complete responsibility for system reliability, performance and compliance to FMVSS 124. Caution must be exercised so that the accelerator cable routing is unchanged.

- Do not use accelerator cable or clips to route wires, harnesses or other cables. Cable sheath must be clipped so as not to pinch inner cable. Cable must not be loose in clip allowing sheath to move when accelerator pedal is applied and released.
- Cable must not be subjected to kinking or routing across any sharp edges.
- Cable routing must be perpendicular to the surface of the front-of-dash at the dash fitting. No objects or routings should force cable to have a bend at the dash fitting. Flexible components (hoses, wires, conduits, etc.) must not be routed within 2.0 in. (50 mm) of moving parts or accelerator linkage unless routing is positively controlled.
- Caution must be taken so that the accelerator pedal mounting and location remains unchanged. Guidelines for accelerator pedal locations are as follows:
    a. Ensure that the accelerator can freely operate from idle to wide-open throttle position and return. Make sure that the pedal will not hang up on any nearby items such as carpets, floor, screws, wiring harnesses, etc. Engine cover should have at least one inch (25 mm) clearance to side of accelerator pedal with the carpet mat installed.
    b. Accelerator to brake pedal relationship has been designed to provide minimum driver movement and ***should not be altered in any way.***

(Section 6 – continued on next page)

(Section 6 – continued from previous page)

The gasoline engine induction and/or ignition system is certified in compliance with the Federal Vehicle Emission Standards. Any alterations to the systems or components could void compliance and render the vehicle illegal. Systems include:

- Fuel system - Port Fuel Injection and associated tubes, hoses and pipes, air cleaner, outside air hose and spacer heat stove and heat stove pipe, fuel pump and inlet manifold, fuel vapor canister.
- Exhaust system.
- Ignition system distributor and initial spark timing setting, spark plugs and spark plug wires.
- Crankcase ventilation system.

The diesel engine induction and injector pump system is certified to be in compliance with the Federal Vehicle Emission Standards and/or Noise Standards. Any alterations to the system or components could void compliance and render the vehicle illegal.

Systems include:

- Fuel system - Injection pump, injector lines and injectors, fuel return hoses and pipes, air cleaner, outside air hose, fuel pump, fuel filter, fuel heater assembly and intake manifold.
- Exhaust system.
- Crankcase pressure regulation system.

External engine components such as air cleaner, crankcase pressure regulator valve, alternator, injection pipes, fuel return hoses from injectors, exhaust manifolds, oil fill pipe, etc., must be provided with sufficient clearance for engine roll and torque.

When a vehicle is equipped with an electronic fuel injection (EFI) engine, it has an engine control module ECM/PCM/TCM or VCM. This ECM/PCM/TCM or VCM must be maintained at a temperature below 185°F at all times. This is essential if the vehicle is put through a paint baking process. The ECM/PCM/TCM or VCM will become inoperative if its temperature exceeds 185°F. Therefore, it is recommended that temporary insulation be placed around the ECM/PCM/TCM or VCM during the time the vehicle is in a paint oven or undergoing another high temperature process.

Note: To protect the under dash, seat locations for control modules must be protected from moisture/water when cleaning vehicle.

Section 7 — Transmission

This product is equipped with a neutral/park start safety switch mounted on the transmission which interfaces with the vehicle starter circuit. The starter will only operate with the shift lever in the neutral or park position.

Models equipped with brake-transmission shift interlock (BTSI) require full application of the regular brakes before shifting from park when the ignition key is in the run position.

Section 8 — Exhaust

Exhaust System

CAUTION:
TO HELP AVOID PERSONAL INJURY, SEAL THE INNER DOOR PANELS AND LIFTGATE (IF EQUIPPED), TO PREVENT INTRUSION OF CARBON MONOXIDE AND FOREIGN SUBSTANCES INTO THE PASSENGER COMPARTMENT.

Particular care should be taken to prevent the possibility of exhaust fumes and carbon monoxide exposure to vehicle occupants in units completed by body builders. Holes and openings through the floor and all other parts of the body must be permanently and adequately sealed by the body builder to avoid exhaust intrusion into any occupant area. If it is necessary to change the exhaust outlet location, the exhaust discharge must be unobstructed and directed away from occupant areas. Alteration of the exhaust outlet or its position may increase exhaust noise and render the vehicle illegal in those areas with pass-by noise regulations. All vehicles >10,000 lbs. GVWR come under Federal noise regulations, vehicles <10,000 lbs. GVWR are regulated by various state and local regulations of the Environmental Protection Agency; see those regulations for rules, test procedure and noise levels permitted.

Check for proper clearance between body members and chassis components which may in any way affect the reliability and performance of the vehicle by developing abrasion and wear points from moving parts or degradation from extreme environment or thermal exposure or may increase interior noise. Any attachments must consider chassis components for jounce and rebound motion at maximum GVW.

Tail pipe outlet location must be tested statically and with the vehicle in motion to ensure that exhaust gases do not enter through side or rear windows or underbody seams and holes. Auxiliary power plants should also be tested under the same conditions. Tail pipe exit ahead of rear wheels is not recommended.

Check for leaks in exhaust systems and repair as required.

NOTE: The manifold joint take down pipe and converter assembly incorporating oxygen sensors is designed to suit OBD II requirements, which are dependent upon specific gas leakage rates at the joints. Ideally this assembly should not be disturbed during the body manufacturing process.

(Section 8 – continued on next page)

(Section 8 – continued from previous page)

Exhaust gas temperatures can exceed 1600°F under extreme operating conditions, with pipe surface temperatures slightly less than this. Extreme care must be used when placing body components in the proximity of the exhaust system so as not to exceed the rated temperature limits of the components. Due to variants in underbody configurations of the vehicles, General Motors is not in a position to make recommendations on how to insulate or design components in the proximity of the exhaust system.

Each manufacturer must make temperature checks of critical areas and adjust his design accordingly, or provide shielding to ensure safe operation of body components.

The same can be said for the engine compartment. Obviously there will be additional heat radiated from the engine. How much is retained in the area will depend on how well the area is ventilated in your individual designs. Here again, temperature checks of interior areas surrounding the engine should be made to determine if your insulation is adequate. This is the same engineering practice General Motors has followed on our complete vehicles incorporating these exhaust systems.

Exhaust system materials are selected and tested to withstand the operating environment of the vehicle. Do not modify the exhaust system in any way. The tail pipes are made of 409 aluminized stainless steel.

Heat shields are mounted to the chassis, underbody and/or exhaust system components (tail pipe).

2010I Diesel Exhaust Systems, option LGH, Duramax 6.6L Diesel

- Beginning in 2007, vehicles with diesel engines have been equipped with exhaust particulate filters. The exhaust systems have been specifically designed in conjunction with the engine hardware and software to meet the emissions certification requirements established by the U.S. Environmental Protection Agency. For this reason, modifications to any part of the exhaust system between the engine and exhaust particulate filter outlet are not permitted.
- During normal vehicle operation and during the exhaust particulate filter regeneration process, gas temperature inside the filter can reach levels as high as approximately 650 degrees C, which is considerably higher than previous diesel exhaust systems. Therefore, materials and components installed near the exhaust system and exhaust gas stream should be shielded or designed to now withstand higher temperatures. On all Diesel systems, an exhaust cooling device has been designed for the end of the tailpipe to significantly reduce the exhaust gas exit temperature. This device is required, and is designed to draw in ambient air to cool the exhaust stream. The exhaust and ambient air streams into the cooler assembly should remain unobstructed and free from foreign material.

When possible, the tailpipe outlet location should not be modified because doing so could adversely affect noise, and exhaust system back pressure and surface temperatures. If it is necessary to modify the tailpipe, the following restrictions apply, and noise and exhaust system back pressure performance becomes the responsibility of the modifier. The tailpipe should be 1.8 mm wall 3.5” diameter stainless steel (409 grade stainless steel). Any extension to the system must minimize surface temperatures and the transfer of heat to the vehicleand surrounding environment. The tailpipe must be oriented such that the exhaust gas exiting the tailpipe will not contact any downstream obstructions. The tail pipemust be located at a height and with proper orientation such that there is a minimum of 25 inches of flow length (straight line distance from the exit of the tailpipe in the direction of the exhaust flow) from the exhaust tailpipe to the ground. The exhaust cooling device must be reattached to the end of the tailpipe with the outlet positioned appropriately for the body installed by the body builder. To maintain the Diesel Emission’s Compliance, Upfitter’s modifying tailpipes can add up to a maximum of 8 linear feet and add no more than 180 degrees of combined bends. Please consult the exhaust system schematics for each vehicle model and option combination for further clarification.

Section 9 — Steering

Check power steering fluid level and system operations. (Refer to Owner's Manual).

Steering wheel and horn pad must not be altered or replaced.

The steering column mast jacket must not be altered.

The steering column must be locked or pinned to prevent rotation when the steering gear or column-to-gear intermediate shaft is disconnected. Damage to the inflatable restraint control wire can result if this is not done (see Service Manual).

Section 10 — Tires

Check wheel lug nuts for proper torque; specifications are provided in the Owner's Manual.

Substitution of tires of greater capacity than those offered as original equipment by vehicle manufacturer is not approved for use on original equipment wheels. Any usage of higher capacity tires must be accompanied by higher capacity wheels. However, the wheel offset and distance from centerline of rim to wheel mounting face must be the same as the replaced original equipment wheel to ensure proper wheel bearing loading and clearance of tires to body and chassis components.

Increasing tire and wheel capacity does not increase vehicle GVW ratings.

It is recommended that tire chain clearance guideline from the Society of Automotive Engineers, J683, be adhered to in designing rear wheelhouse clearance.

Check tires and inflate to recommended tire pressure according to the tire pressure information provided in the Owner's Manual and tire inflation label provided with the vehicle.

Any substitution of tires may affect Speedometer/Odometer accuracy, tire wear, fuel economy, ride and handling and stopping distances.

Section 12 — Electrical Battery and Battery Cables

The vehicle battery should be located and positioned to make use of the existing battery cables. If the battery requires relocation and longer cables are required, a proportionately larger gauge wire must be used. If, in relocating the battery, the negative ground cable is attached to the frame rail, a cable of similar gauge must be provided between the frame rail and the engine. This is required due to the heavy electrical loads imposed by the starting circuit. To ensure proper operation of the battery cables the following chart on length, gauge and materials must be strictly adhered to.

Combined Length of Positive and Negative	
Cable Gauge	**Cable in Inches (Copper)**
4	66
2	107
0	170

Battery Installation

The battery and cable installation, provided by the body upfitter, must comply with the following guidelines. Non-compliance may result in a failure of the vehicle electrical component system, the shutdown of the engine or the possibility of fire.

1. The cables must not contact any sharp edge(s), in either the normal (stored) or slid (maintenance) position (school bus application).
2. The cables must not be bent in a radius of smaller than 10 times the cable diameter. Insulation failure can occur if this happens.
3. The cable must be supported by clips spaced at a distance of not more than 250 mm. In this clipping, they shall not have a free movement that will allow rubbing on any vehicle component, either fixed or moveable.
4. All clips used must be of the rubber-lined type, not rubber dipped.
5. Do not splice the battery cables. Cable modifications can result in vehicle starting problems and loss of other key systems.

(Section 12 — continued on next page)

(Section 12 — continued from previous page)

6. The cables must be clipped to the battery tray such that the cable pull loads are not transferred into the battery posts due to slide tray movement. Failure to do so can result in loose terminals, poor starting or battery failure. Battery acid leakage could result around posts not properly relieved of strain.

7. The cable attachments at the battery terminal must not cause undue strain at these connections. There should be no sharp bends in the cables adjacent to the connections. The cables should be routed down from the terminals rather than horizontally from the terminals to prevent a lever action that may loosen connections. Terminal corrosion inhibitors and other coatings should not be applied to the sealed electrical contact areas. Terminal torque of the sealed terminal shall be 10/20 N•m freedom, 14/20 N•m linehaul.

8. Mounting Base (Tray) – The tray should be of a substantial material sufficiently reinforced to resist flexing and cracking. The tray must provide firm, continuous support of the battery and not amplify vibration levels. There must be no protrusions or projections in the tray or mountings that would damage the battery. Cantilevered mountings are not recommended and the tray should be mounted flat so as not to aggravate electrolyte spillage or lead fatigue. A rounded lip of adequate height to ensure stiffness and retention should be provided around the perimeter of the tray. With the battery mounted in a vehicle, a static force of 22 kg applied to a 6.54 sq. cm. area at any corner should not move the battery any more than .25 mm.

   Battery trays are supplied with the chassis. In the case of motor homes and diesel school buses, the trays are secured to the frame rail. The trays shipped on the rails may be relocated to other areas on the vehicle, keeping in mind the recommendations noted above.

   For other units, the tray is supplied on the radiator support.

9. Freedom Battery – The hold-down must be able to prevent the battery movement relative to the mounting base or hold-down. Torque at the battery hold-down shall be 15/20 N•m (133-177 lbs. in) at the base clamp or 2.3/4.5 N•m (20-40 lbs. in.) at the top bar. A bottom hold-down centrally located at the sides of the battery is recommended.

10. Location – The battery should be located in a well ventilated area where a temperature buildup does not occur. The location should also provide protection to the battery to prevent damage from foreign objects. The ends of the battery in the area of the vent ports should be free of obstructions so that the gasses generated during charging can be freely dissipated into the atmosphere.

11. Accessibility – The hold-down should be convenient for tools and hands so that personal injury does not occur. There should be clearance at the insulated and grounded terminals so that wrenches can be used without accidental grounds or shorts occuring. Terminal polarity markings, warning labels and test hydrometer should be visible. The battery “ground” connection must be readily accessible for disconnection, as required for vehicle electrical service requirements.

(Section 12 — continued on next page)

(Section 12 — continued from previous page)

12. Tilt Angles – For normal vehicle operation (at GVW), the battery should not be tilted (0°). For installation or removal, it should not be necessary to tip or tilt the battery in excess of 40°. This is to prevent acid spillage. For short duration vehicle shipment, do not tilt the battery more than 19° from the horizontal.
13. Temperature – The temperature of the electrolyte should not exceed 52°C. Infrequent peak temperatures to 75°C can be tolerated in soak situations only. Shielding may be required to protect the battery from a source of excessive heat.
14. Battery Storage – Today's vehicles have several electronic devices which result in very small but continuous current drains on their batteries, commonly referred to as "parasitic" loads. Vehicles that are not used for an extended period of time may develop extremely discharged and/or permanently damaged batteries resulting from these parasitic loads. Discharged batteries can freeze at temperatures as high as 20°F causing permanent damage.

    To alleviate this condition, check to make sure the green dot is visible, recharge as necessary, then disconnect the negative battery cable on vehicles which are not going to be in service within a 30 day period. If this is not possible, batteries should be periodically recharged (every 30-60 days) until the green dot is visible.

NOTE: The ignition switch must be off when connecting or disconnecting battery cables or hangers (jumper cables). Failure to do so may overstress or damage the ECM/PCM/TCM, VCM or other electronic components.

Modifications/add-on wiring must be carefully reviewed to ensure compatibility with the base vehicle wiring by reviewing system schematics, wire routing paths, harness connections, etc. Due to the wide range of modifications that may be required for vocational needs, it is not feasible for the O.E.M. to take into account all potential revisions. For this reason, any person modifying existing vehicle wiring must assume responsibility that the revisions have not degraded the electrical system performance. Any add-on wiring must be properly fused and routed to prevent cut, pinch, chafe problems, and exposure to excessive heat. Care must be exercised that existing vehicle interfaces do not have their current load capabilities exceeded, and that the respective control devices are not overloaded. Added wire size should be at least as large as the wire to which it is attaching in order to maintain fuse protection.

A Packard electric wiring repair kit is available through Kent-Moore (GM P/N 12085264, Kent-Moore P/N J38125-4). This kit contains instructions, tools and components for making repairs to wiring harness components. This kit would also greatly assist in accomplishing necessary add-on wiring, such as body marker lamps, so that system reliability/durability is maintained.

Electrical wiring components can be obtained through your authorized GM dealer. Many Packard Electric components are also available through Pioneer Standard Company (1-800-PACKARD). Pioneer may also be able to assist in making necessary wiring additions by providing custom wiring stubs or jumpers to your specifications.

(Section 12 — continued on next page)

(Section 12 — continued from previous page)

Fusible Link Repair Procedure:

1. Cut damaged fusible link from wiring harness assembly splice.
2. Strip insulation from harness wire as required to splice on new fusible link.
3. Fabricate a new fusible link wire approximately 6 to 8 in. long from the same wire size as the original link. (Acceptable fusible link material will be imprinted with the wire size and the wording to identify it as fusible link. Fusible link cable is not the same as normal vehicle wiring.)
4. Terminate fusible link harness wire with a suitable compression splice clip, and solder with an electrical grade rosin core solder. Wrap splice area with tape to provide electrical insulation, as well as mechanical strain relief at the splice.
5. Strip, terminate, solder, and insulate remaining end of fusible link with appropriate termination to be compatible with the rest of the electrical system.
6. For further information, refer to the instruction manual in the wiring repair kit referenced elsewhere in this section.

Accessory Power Supply Feeds

For power requirements to service additional devices to be added by body builder/upfitter, the power supply source must be from the studs on the underhood electrical center mounted on the left hand shear wall in the engine compartment.

A junction block has been provided behind the driver’s side ‘B’ pillar. Both switched and unswitched power junction terminals are available (See Owner’s Manual for compatibility). All additional loads should utilize these terminals.

NOTE: A ground stud has also been provided above the junction block.

Section 13 — Cooling

To provide satisfactory engine cooling and A/C performance, the following conditions must be met:

1 . Do not locate any large objects such as batteries, spare tires, lights/sirens, etc., in front of the radiator core, A/C condenser or grille. They restrict air flow into the radiator core and influence fan blade stress and/or A/C head pressure.

2. Grille opening size, configuration and the external baffles provided should not be altered in any manner. Any reduction in cooling ability may adversely affect engine/transmission performance.

3. Fan clutches not conforming to the original equipment specifications may not operate correctly and may stay “on” continuously, never come on, or cycle on and off excessively. This may result in a reduction of fuel economy, engine overheat at times, or annoying cycling.

4. Heavy duty cooling equipment is required when air conditioning, auxiliary belt driven equipment, snow plows, winches, etc., are installed.

5. Continuous coolant flow is necessary from the heater connection on the engine to the heater connection on the radiator or water pump in order to control transmission oil temperatures during closed thermostat (warm-up) operation. Do not alter this flow as it may result in premature engine or transmission failure.

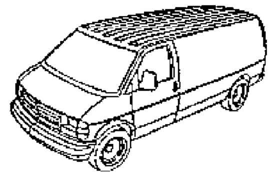
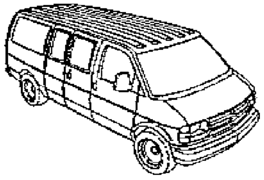
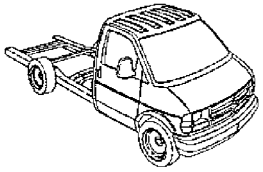
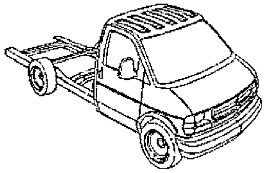
6. If a heater unit is not installed in the vehicle or a heater shut-off valve is required, a line connecting the heater connection on the engine to the heater connection on the radiator or water pump must be installed. When a shut-off valve is required in the heating system, it must be teed into the system in such a manner as to maintain continuous flow between engine heater connection - radiator heater connection at all times.

Do not over fill coolant recovery or surge tank containers.

Be sure to add coolant to system after adding capacity to system heaters. The use of environmentally friendly long life coolant is required.

MODEL SYMBOL CHART

Full Size Van & Cutaway Body Styles / Models

					**TRUCK (Optional)**		
ENGINEERING MODEL	**MODEL/ MERCHANDISING DESCRIPTION**	**MODEL/ MERCHANDISING DESCRIPTION**	**MODEL/ MERCHANDISING DESCRIPTION**	**MODEL/ MERCHANDISING DESCRIPTION**	**GVWR (lbs)**	**WHEELBASE (in)**	**CAB-TO-AXLE (in)**
10 Series	G13405 Cargo Van				7300 (C6A)	135”	– –
	G13405 w/YF7 Cargo Van				7300 (C6A)	135”	– –
	H13405 Cargo Van				7300 (C6A)	135”	– –
	H13405 w/YF7 Cargo Van				7300 (C6A)	135”	– –
		G13406 Passenger Van			7300 (C6A)	135”	– –
		H13406 Passenger Van			7300 (C6A)	135”	– –
20 Series	G23405 Cargo Van				8600 (C6P)	135”	– –
		G23406 Passenger Van			8600 (C6P)	135”	– –
	G23405 w/YF7 Cargo Van				8600 (C6P)	135”	– –

G designates 2WD Model, H designates AWD Model; B3D = School Bus; YF7 = Upfitter Package; YF1 = Cutaway Upfitter (RV)

MODEL SYMBOL CHART (continued)

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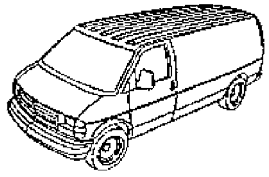
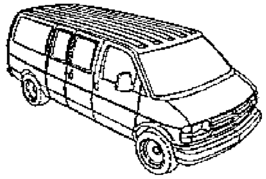
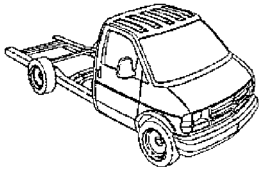
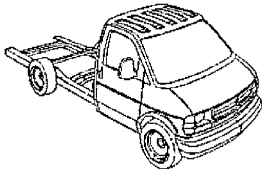
<tr><td></td><td></td><td></td><td></td><td></td><td colspan="3">TRUCK (Optional)</td></tr>
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<tr><td rowspan="2">20 Series</td><td>G23705
Cargo Van</td><td></td><td></td><td></td><td>8600 (C6P)</td><td>155”</td><td>– –</td></tr>
<tr><td>G23705 w/YF7
Cargo Van</td><td></td><td></td><td></td><td>8600 (C6P)</td><td>155”</td><td>– –</td></tr>
<tr><td rowspan="4">30 Series</td><td>G33405
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Cargo Van</td><td></td><td></td><td></td><td>9600 (C6Y)</td><td>135”</td><td>– –</td></tr>
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Cargo Van</td><td></td><td></td><td></td><td>9900 (C4M)</td><td>155”</td><td>– –</td></tr>
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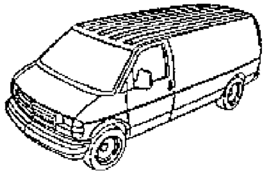
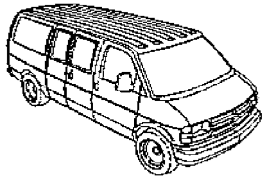
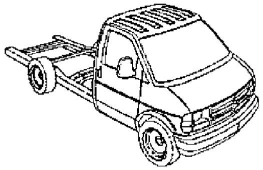
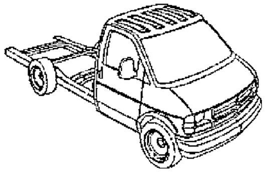
Cargo Van</td><td></td><td></td><td></td><td>9900 (C4M)</td><td>155”</td><td>– –</td></tr>
</table>

G designates 2WD Model, H designates AWD Model; B3D = School Bus; YF7 = Upfitter Package; YF1 = Cutaway Upfitter (RV)

MODEL SYMBOL CHART (continued)

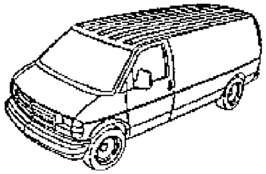
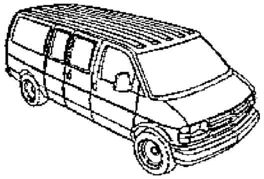
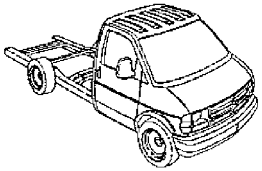
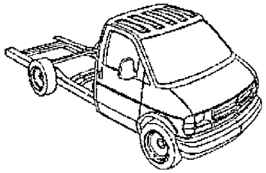
Full Size Van & Cutaway Body Styles / Models

					**TRUCK (Optional)**		
ENGINEERING MODEL	**MODEL/ MERCHANDISING DESCRIPTION**	**MODEL/ MERCHANDISING DESCRIPTION**	**MODEL/ MERCHANDISING DESCRIPTION**	**MODEL/ MERCHANDISING DESCRIPTION**	**GVWR (lbs)**	**WHEELBASE (in)**	**CAB-TO-AXLE (in)**
30 Series		G33406 Passenger Van			9600 (C6Y)	135”	– –
		G33706 Passenger Van			9900 (C4M)	155”	– –
			G33503 Commercial Cutaway		9600 (C6Y), 9900 (C4M), 10000 (C7A), 12300 (C7N)	139”	80”
			G33503 w/B3D Commercial Cutaway		9600 (C6Y), 9900 (C4M), 10000 (C7A), 12300 (C7N)	139”	80”
			G33803 Commercial Cutaway		10000 (C7A), 12300 (C7N) 13980 (C8V) 14200 (C7I)	159”	100”
			G33803 w/B3D Commercial Cutaway		10000 (C7A), 12300 (C7N)	159”	100”
			G33903 Commercial Cutaway		12300 (C7N)	177”	118”

G designates 2WD Model, H designates AWD Model; B3D = School Bus; YF7 = Upfitter Package; YF1 = Cutaway Upfitter (RV)

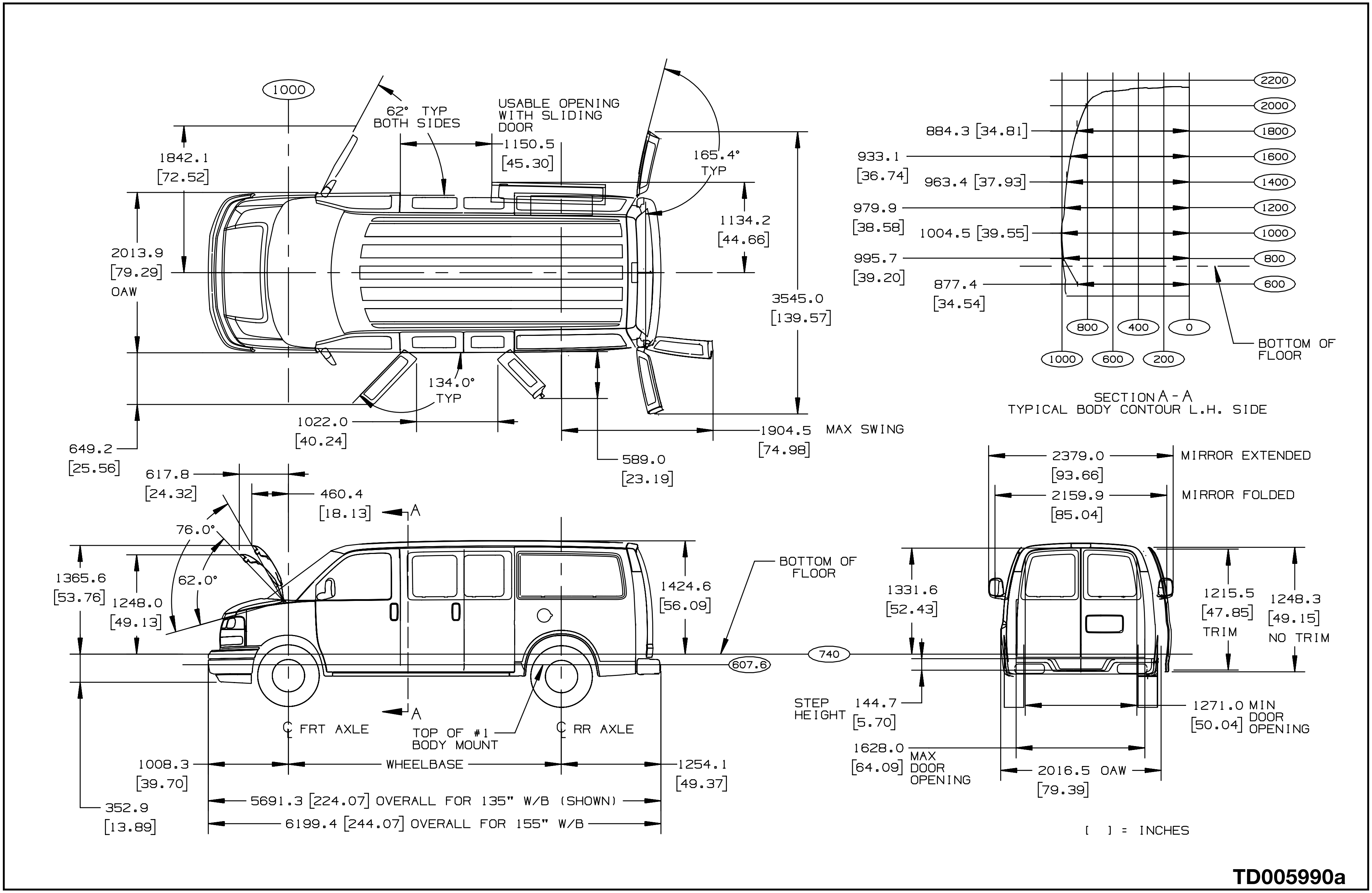
MODEL SYMBOL CHART (continued)

Full Size Van & Cutaway Body Styles / Models

					TRUCK (Optional)		
ENGINEERING MODEL	**MODEL/ MERCHANDISING DESCRIPTION**	**MODEL/ MERCHANDISING DESCRIPTION**	**MODEL/ MERCHANDISING DESCRIPTION**	**MODEL/ MERCHANDISING DESCRIPTION**	**GVWR (lbs)**	**WHEELBASE (in)**	**CAB-TO-AXLE (in)**
30 Series				G33503 w/YF1 Motor Home Cutaway	9900 (CM4) 12300 (C7N)	139”	80”
				G33803 w/YF1 Motor Home Cutaway	12300 (C7N)	159”	100”
				G33903 w/YF1 Motor Home Cutaway	12300 (C7N)	177”	118”
				G33803 w/YF1 Motor Home Cutaway	14200 (C7I)	159”	100”

G designates 2WD Model, H designates AWD Model; B3D = School Bus; YF7 = Upfitter Package; YF1 = Cutaway Upfitter (RV)

General Arrangement, 135" WB – G/H 134/234/334 and 155" WB – G/H 237/337


1000
62° TYP
BOTH SIDES
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WITH SLIDING
DOOR
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165.4°
TYP
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1134.2
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OAW
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2200
2000
1800
1600
1400
1200
1000
800
600
800
400
0
1000
600
200
BOTTOM OF
FLOOR
SECTION A - A
TYPICAL BODY CONTOUR L.H. SIDE
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460.4
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A
76.0°
62.0°
1365.6
[53.76]
1248.0
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1424.6
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BOTTOM OF
FLOOR
607.6
740
A
℄ FRT AXLE
TOP OF #1
BODY MOUNT
℄ RR AXLE
1008.3
[39.70]
WHEELBASE
1254.1
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5691.3 [224.07] OVERALL FOR 135" W/B (SHOWN)
6199.4 [244.07] OVERALL FOR 155" W/B
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2379.0
[93.66]
MIRROR EXTENDED
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[85.04]
MIRROR FOLDED
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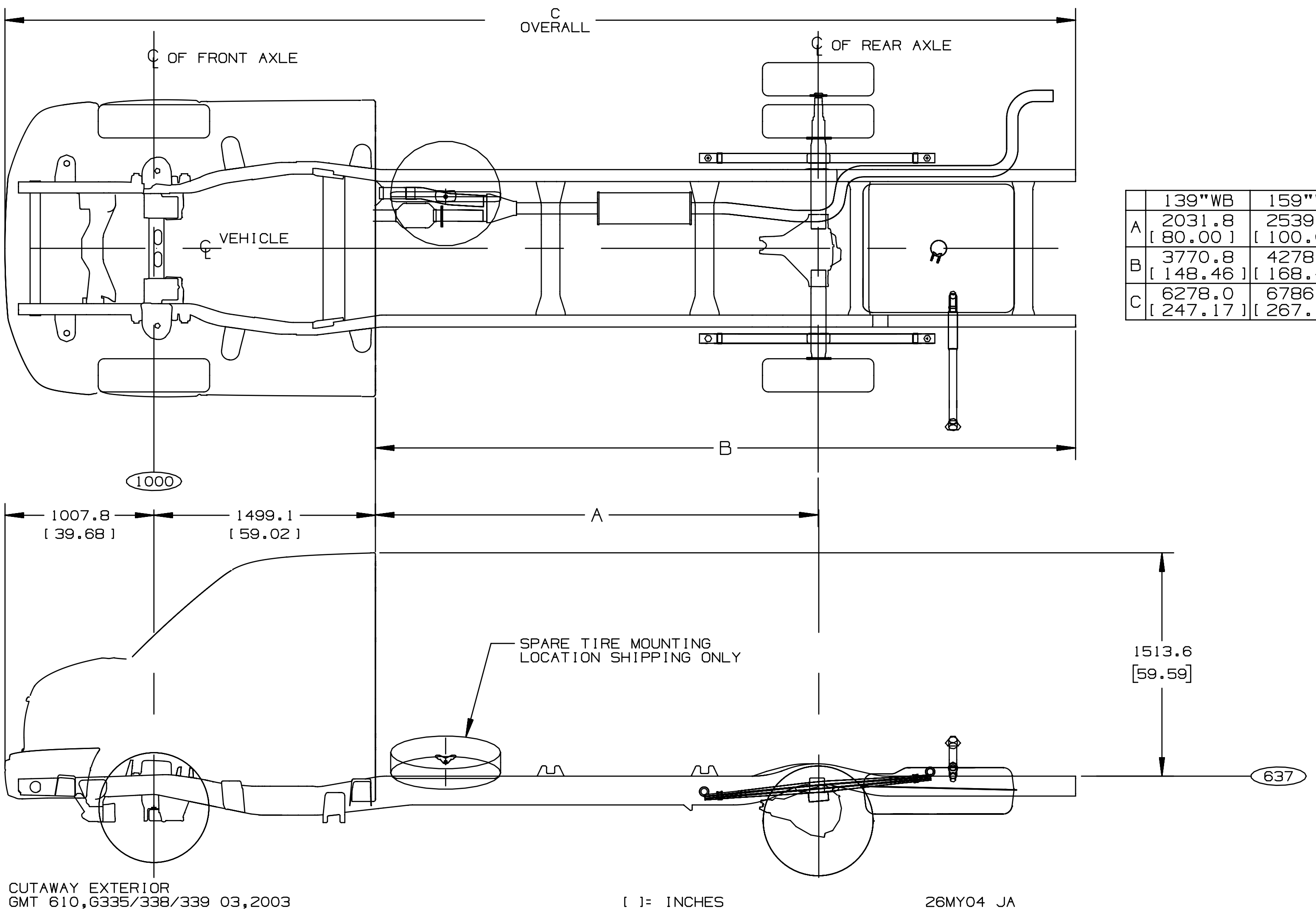
[52.43]
1215.5
[47.85]
TRIM
1248.3
[49.15]
NO TRIM
STEP
HEIGHT
144.7
[5.70]
1271.0 MIN
[50.04] DOOR
OPENING
1628.0
[64.09]
MAX
DOOR
OPENING
2016.5 OAW
[79.39]
[ ] = INCHES
TD005990a

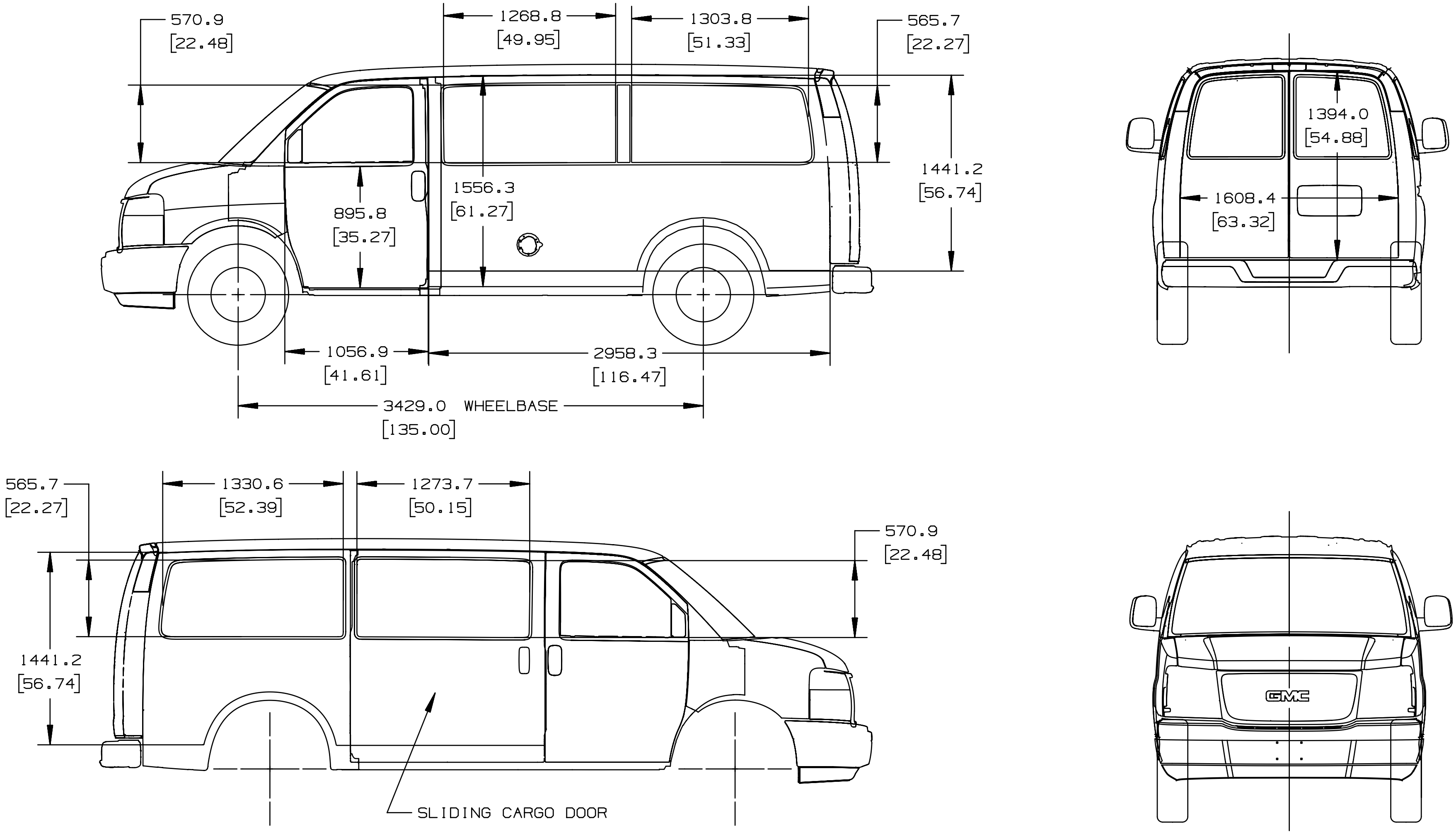
General Arrangement, 139" WB – G335 / 159" WB – G338 / 177" WB – G339


C
OVERALL
℄ OF FRONT AXLE
℄ OF REAR AXLE
℄ VEHICLE
B
1000
1007.8
[39.68]
1499.1
[59.02]
A
SPARE TIRE MOUNTING
LOCATION SHIPPING ONLY
1513.6
[59.59]
637
CUTAWAY EXTERIOR
GMT 610,G335/338/339 03,2003
[ ]= INCHES
26MY04 JA

	139"WB	159"WB	177"WB
A	2031.8 [80.00]	2539.8 [100.00]	2997.0 [118.00]
B	3770.8 [148.46]	4278.8 [168.46]	4736.0 [186.46]
C	6278.0 [247.17]	6786.0 [267.17]	7243.2 [285.17]

TD005886b

Sign Area, 135" WB – G/H 134/234/334

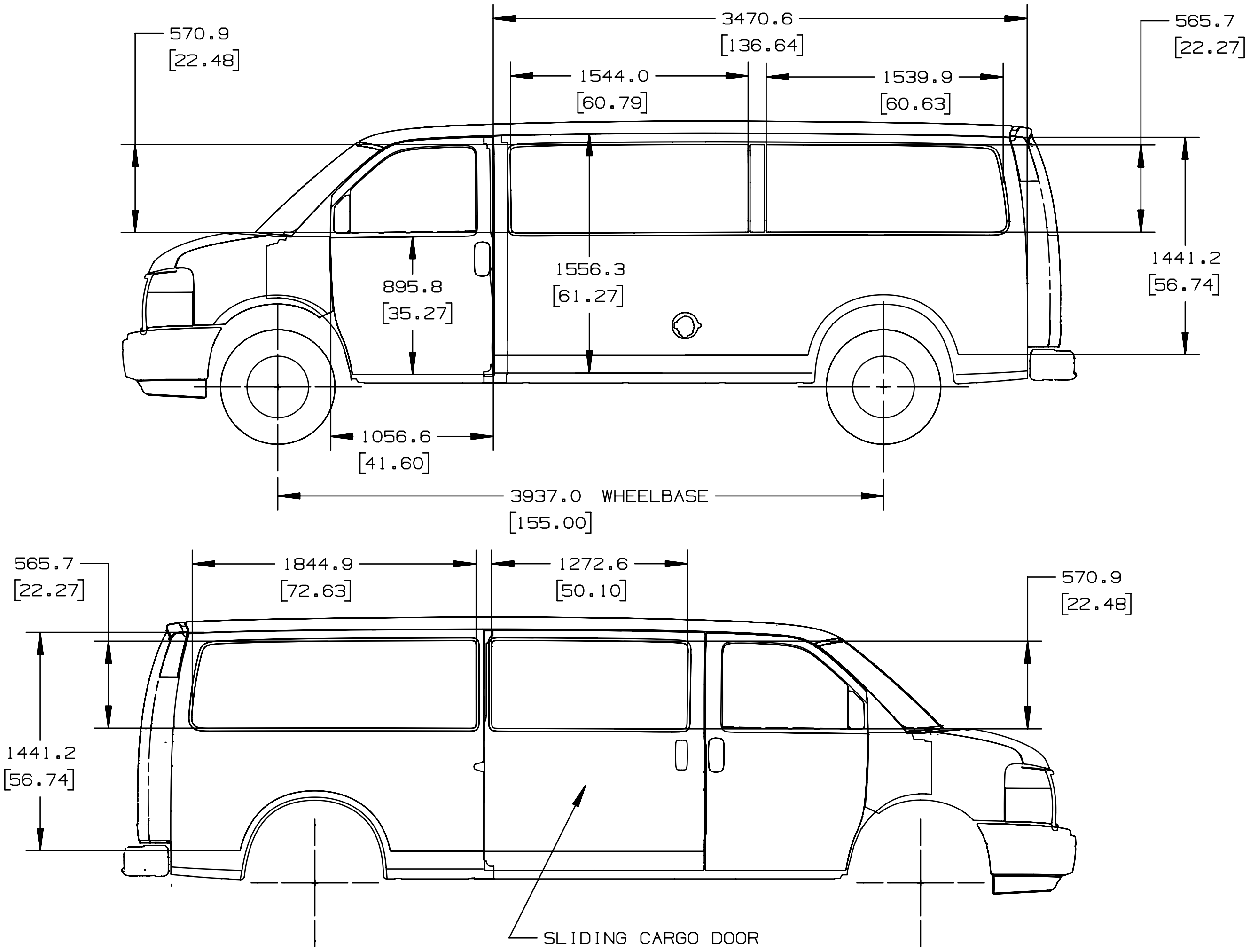

570.9
[22.48]
1268.8
[49.95]
1303.8
[51.33]
565.7
[22.27]
895.8
[35.27]
1556.3
[61.27]
1441.2
[56.74]
1394.0
[54.88]
1608.4
[63.32]
1056.9
[41.61]
2958.3
[116.47]
3429.0 WHEELBASE
[135.00]
565.7
[22.27]
1330.6
[52.39]
1273.7
[50.15]
570.9
[22.48]
1441.2
[56.74]
SLIDING CARGO DOOR
GMC

BODY EXTERIOR SIGN AREA (135" W/B)

[ ]= INCHES

TD006054a

Sign Area, 155" WB – G/H 137/237/337

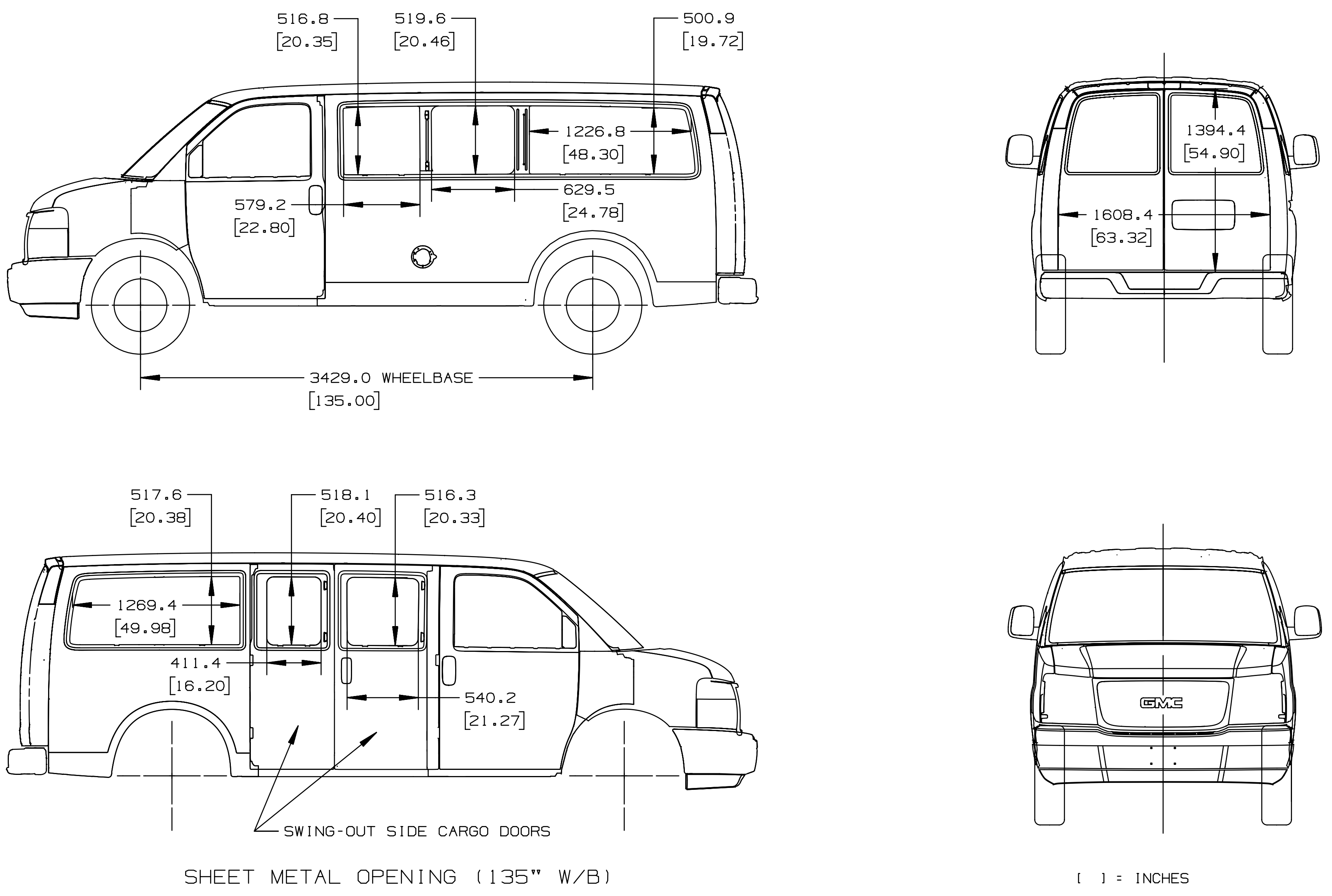

570.9
[22.48]
3470.6
[136.64]
565.7
[22.27]
1544.0
[60.79]
1539.9
[60.63]
895.8
[35.27]
1556.3
[61.27]
1441.2
[56.74]
1056.6
[41.60]
3937.0 WHEELBASE
[155.00]
565.7
[22.27]
1844.9
[72.63]
1272.6
[50.10]
570.9
[22.48]
1441.2
[56.74]
SLIDING CARGO DOOR

BODY EXTERIOR SIGN AREA (155" W/B)

[ ] = INCHES

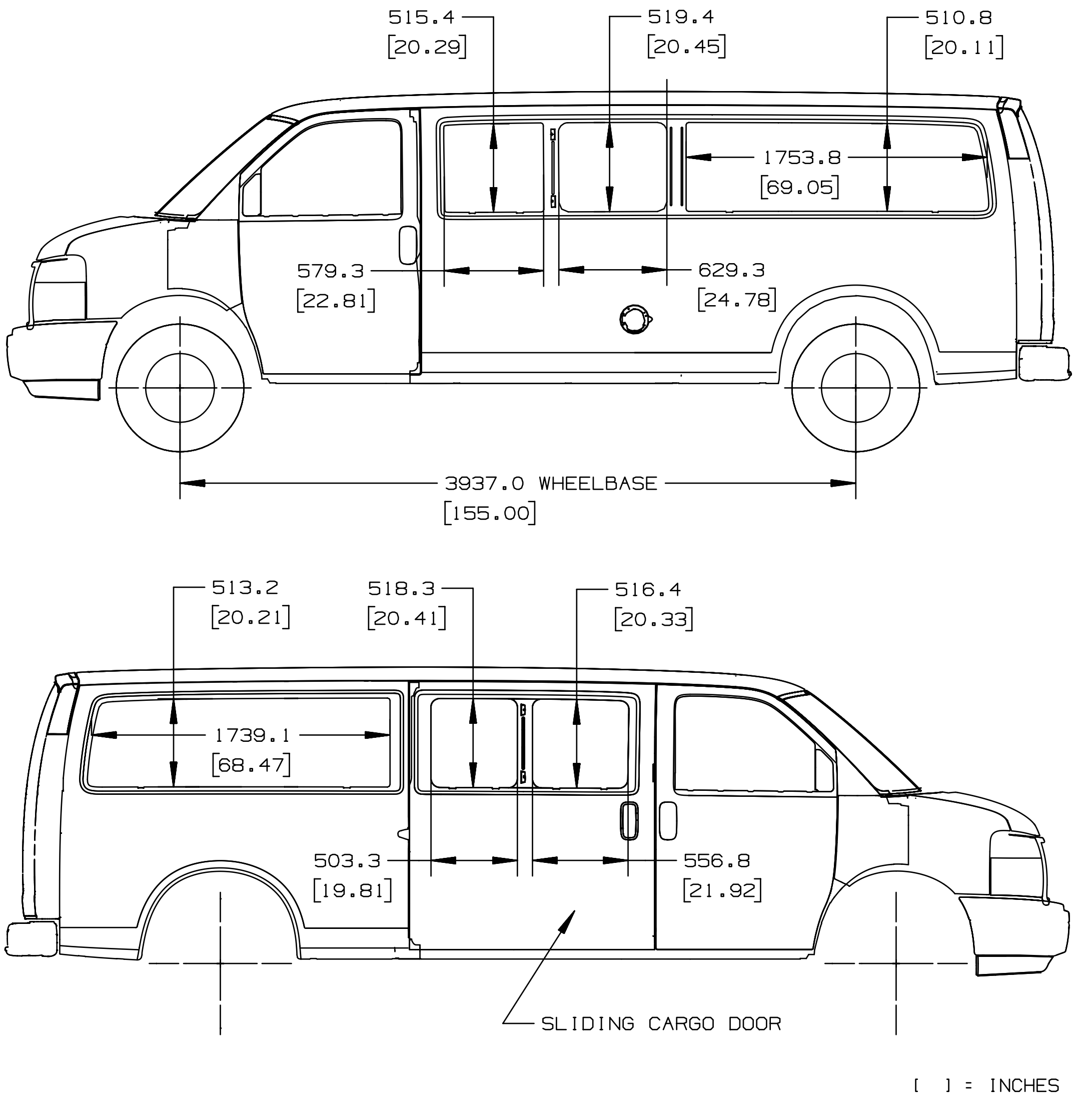
TD006054b

Window Opening, 135” WB – G/H 134/234/334


516.8
[20.35]
519.6
[20.46]
500.9
[19.72]
1226.8
[48.30]
629.5
[24.78]
579.2
[22.80]
3429.0 WHEELBASE
[135.00]
1394.4
[54.90]
1608.4
[63.32]
517.6
[20.38]
518.1
[20.40]
516.3
[20.33]
1269.4
[49.98]
411.4
[16.20]
540.2
[21.27]
SWING-OUT SIDE CARGO DOORS
SHEET METAL OPENING (135" W/B)
[ ] = INCHES

TD006054c

Window Opening, 155” WB – G/H 137/237/337

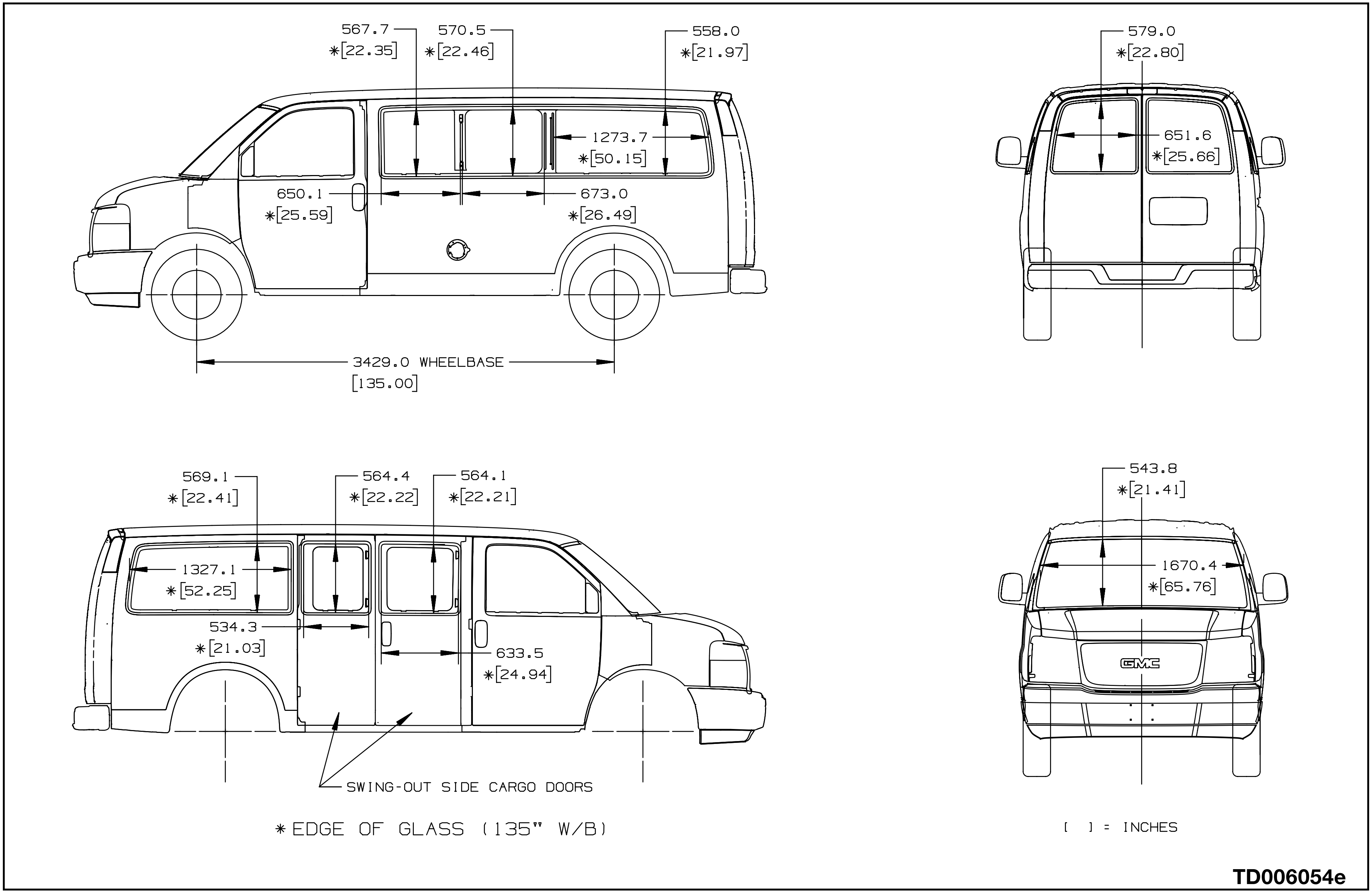


515.4
[20.29]
519.4
[20.45]
510.8
[20.11]
1753.8
[69.05]
579.3
[22.81]
629.3
[24.78]
3937.0 WHEELBASE
[155.00]
513.2
[20.21]
518.3
[20.41]
516.4
[20.33]
1739.1
[68.47]
503.3
[19.81]
556.8
[21.92]
SLIDING CARGO DOOR
[ ] = INCHES

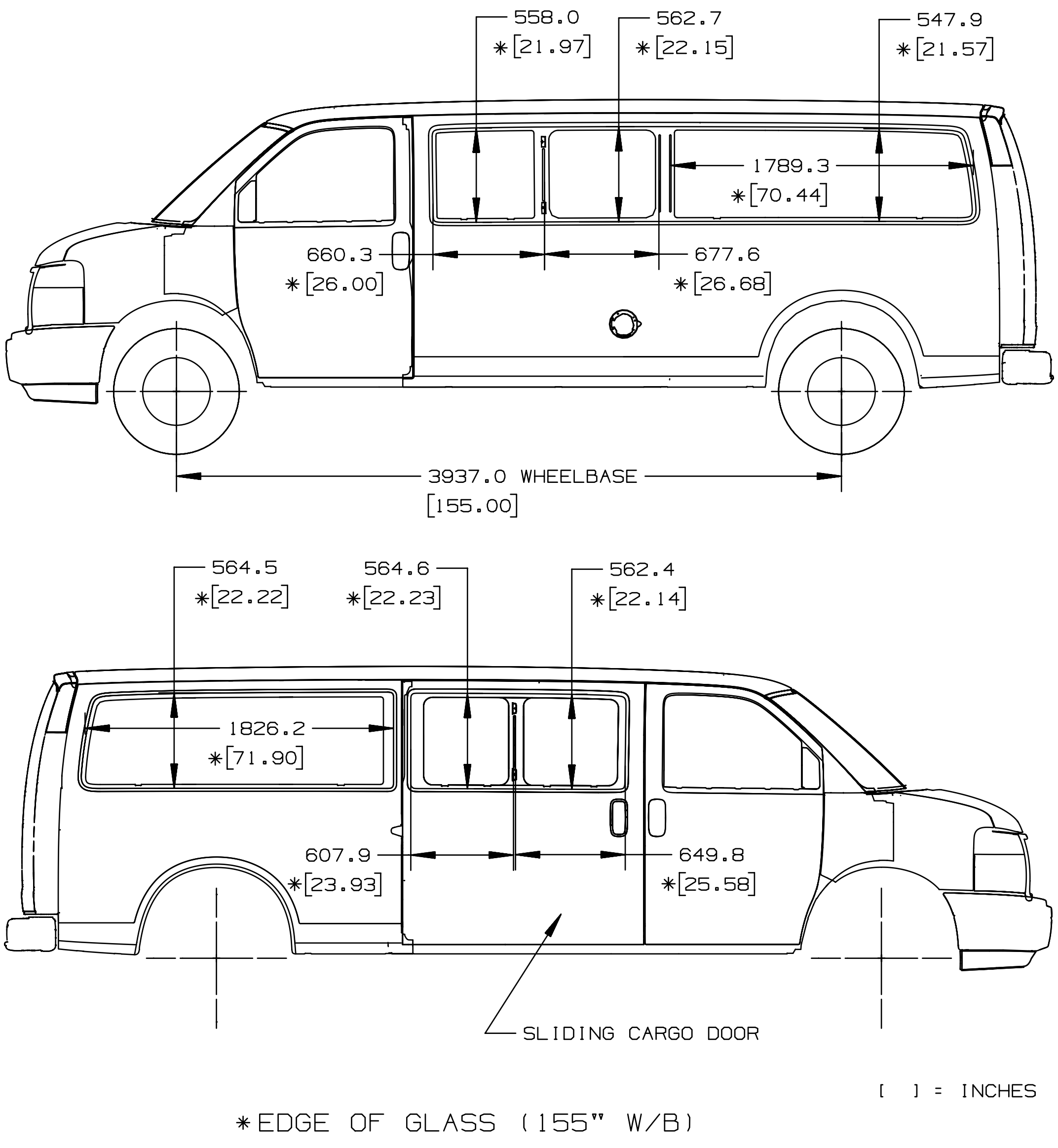
SHEET METAL OPENING (155" W/B)

TD006054d

Glass Area, 135” WB – G/H 134/234/334

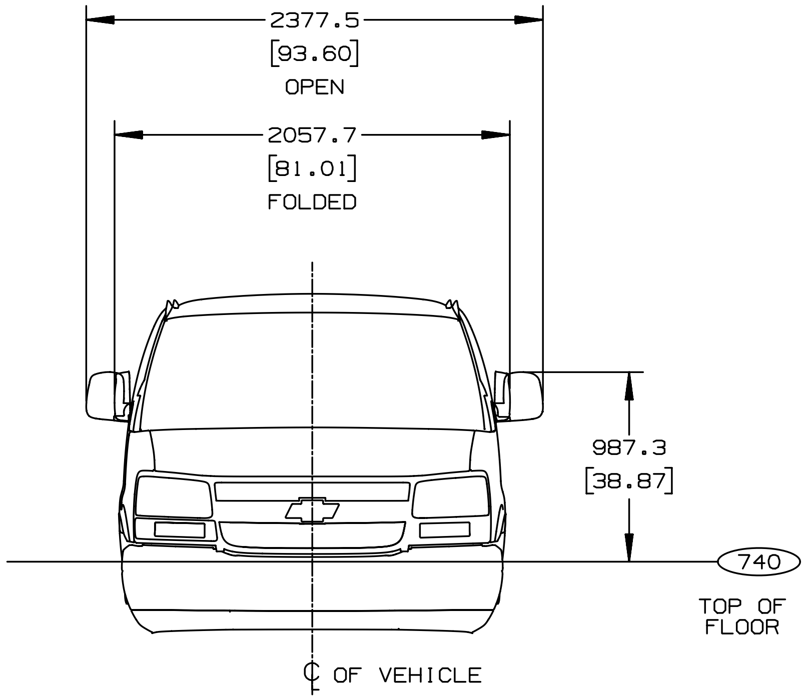

567.7
*[22.35]
570.5
*[22.46]
558.0
*[21.97]
1273.7
*[50.15]
650.1
*[25.59]
673.0
*[26.49]
3429.0 WHEELBASE
[135.00]
579.0
*[22.80]
651.6
*[25.66]
569.1
*[22.41]
564.4
*[22.22]
564.1
*[22.21]
1327.1
*[52.25]
534.3
*[21.03]
633.5
*[24.94]
SWING-OUT SIDE CARGO DOORS
543.8
*[21.41]
1670.4
*[65.76]
GMC
*EDGE OF GLASS (135" W/B)
[ ] = INCHES
TD006054e

Glass Area, 155” WB – G/H 137/237/337

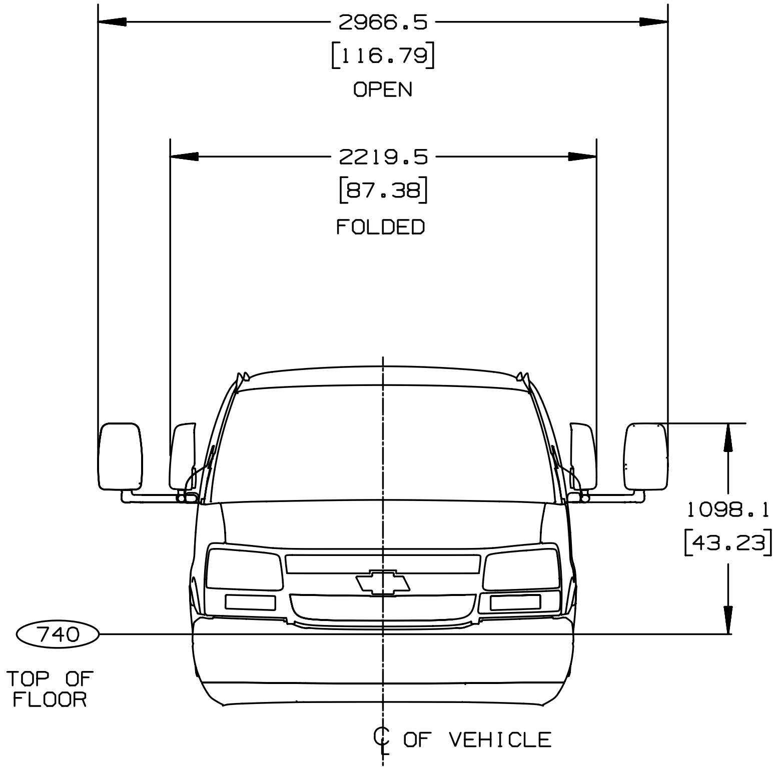

558.0
∗[21.97]
562.7
∗[22.15]
547.9
∗[21.57]
1789.3
∗[70.44]
660.3
∗[26.00]
677.6
∗[26.68]
3937.0 WHEELBASE
[155.00]
564.5
∗[22.22]
564.6
∗[22.23]
562.4
∗[22.14]
1826.2
∗[71.90]
607.9
∗[23.93]
649.8
∗[25.58]
SLIDING CARGO DOOR
[ ] = INCHES
∗EDGE OF GLASS (155" W/B)

TD006054f

Mirrors — Outside Rearview


2377.5
[93.60]
OPEN
2057.7
[81.01]
FOLDED
987.3
[38.87]
740
TOP OF FLOOR
℄ OF VEHICLE

MIRROR ASM-RPO:DE2,DE5,DE7
DR1(FOR 2008i
AND BEYOND)


2966.5
[116.79]
OPEN
2219.5
[87.38]
FOLDED
1098.1
[43.23]
740
TOP OF FLOOR
℄ OF VEHICLE

MIRROR ASM-RPO: DHC
NOTE: MIRROR SHIPPED LOOSE

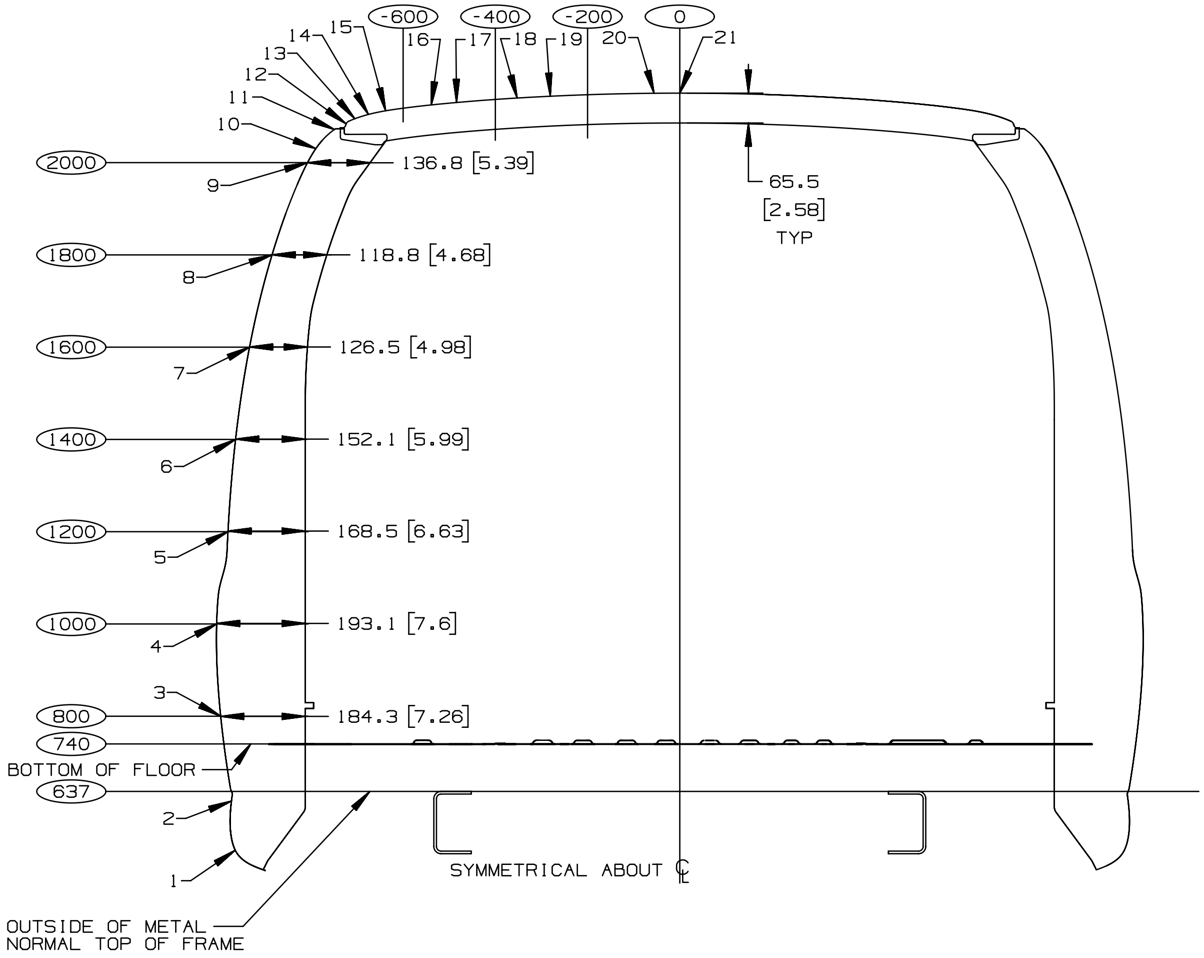
GMT610 REAR VIEW MIRROR OPTIONS 2008i

20JL07 JF

[ ] =INCHES

ANE84273.3

G Cutaway, Rear Flange Opening Dimensions


-600
-400
-200
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
2000
1800
1600
1400
1200
1000
800
740
637
136.8 [5.39]
118.8 [4.68]
126.5 [4.98]
152.1 [5.99]
168.5 [6.63]
193.1 [7.6]
184.3 [7.26]
65.5
[2.58]
TYP
BOTTOM OF FLOOR
SYMMETRICAL ABOUT ℄
OUTSIDE OF METAL
NORMAL TOP OF FRAME

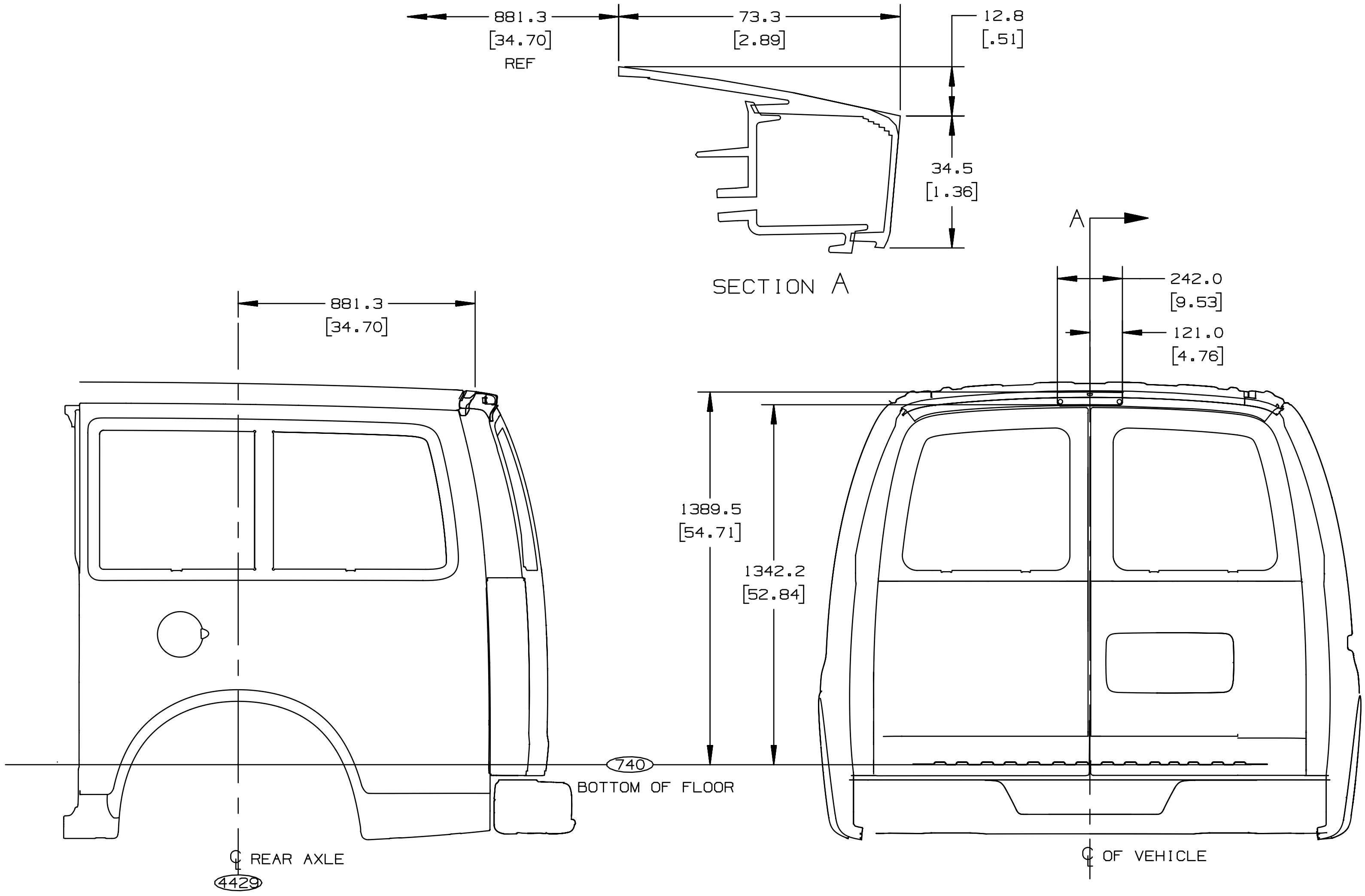
REAR FLANGE,CUTAWAY
GMT610,G335/338/339 03,2003

	WIDTH	HEIGHT	LENGTH
1	-963.4 [-37.93]	508.2 [20.01]	2489.3 [98.00]
2	-972.3 [-38.28]	616.1 [25.67]	2489.3 [98.00]
3	-995.7 [-39.20]	800.0 [31.50]	2489.3 [98.00]
4	-1004.5 [-39.55]	1000.0 [39.37]	2489.3 [98.00]
5	-979.8 [-38.57]	1200.0 [47.24]	2489.3 [98.00]
6	-963.4 [-37.93]	1400.0 [55.12]	2489.3 [98.00]
7	-933.1 [-36.74]	1600.0 [62.99]	2489.3 [98.00]
8	-884.3 [-34.81]	1800.0 [70.87]	2489.3 [98.00]
9	-807.4 [-31.79]	2000.0 [78.74]	2489.3 [98.00]
10	-789.3 [-31.07]	2030.4 [79.94]	2489.3 [98.00]
11	-749.4 [-29.50]	2071.6 [81.56]	2489.3 [98.00]
12	-723.5 [-28.48]	2084.0 [82.05]	2489.3 [98.00]
13	-704.8 [-27.75]	2095.1 [82.48]	2489.3 [98.00]
14	-675.0 [-26.75]	2104.4 [82.85]	2489.3 [98.00]
15	-638.0 [-25.12]	2112.4 [83.17]	2489.3 [98.00]
16	-538.8 [-21.21]	2125.1 [83.67]	2489.3 [98.00]
17	-438.8 [-17.28]	2130.3 [83.87]	2489.3 [98.00]
18	-352.7 [-13.89]	2140.0 [84.25]	2489.3 [98.00]
19	-280.8 [-11.06]	2143.9 [84.41]	2489.3 [98.00]
20	-55.8 [-2.20]	2150.3 [84.66]	2489.3 [98.00]
21	0.0 [0.00]	2150.6 [84.67]	2489.3 [98.00]

[ ]= INCHES

TD005979.3

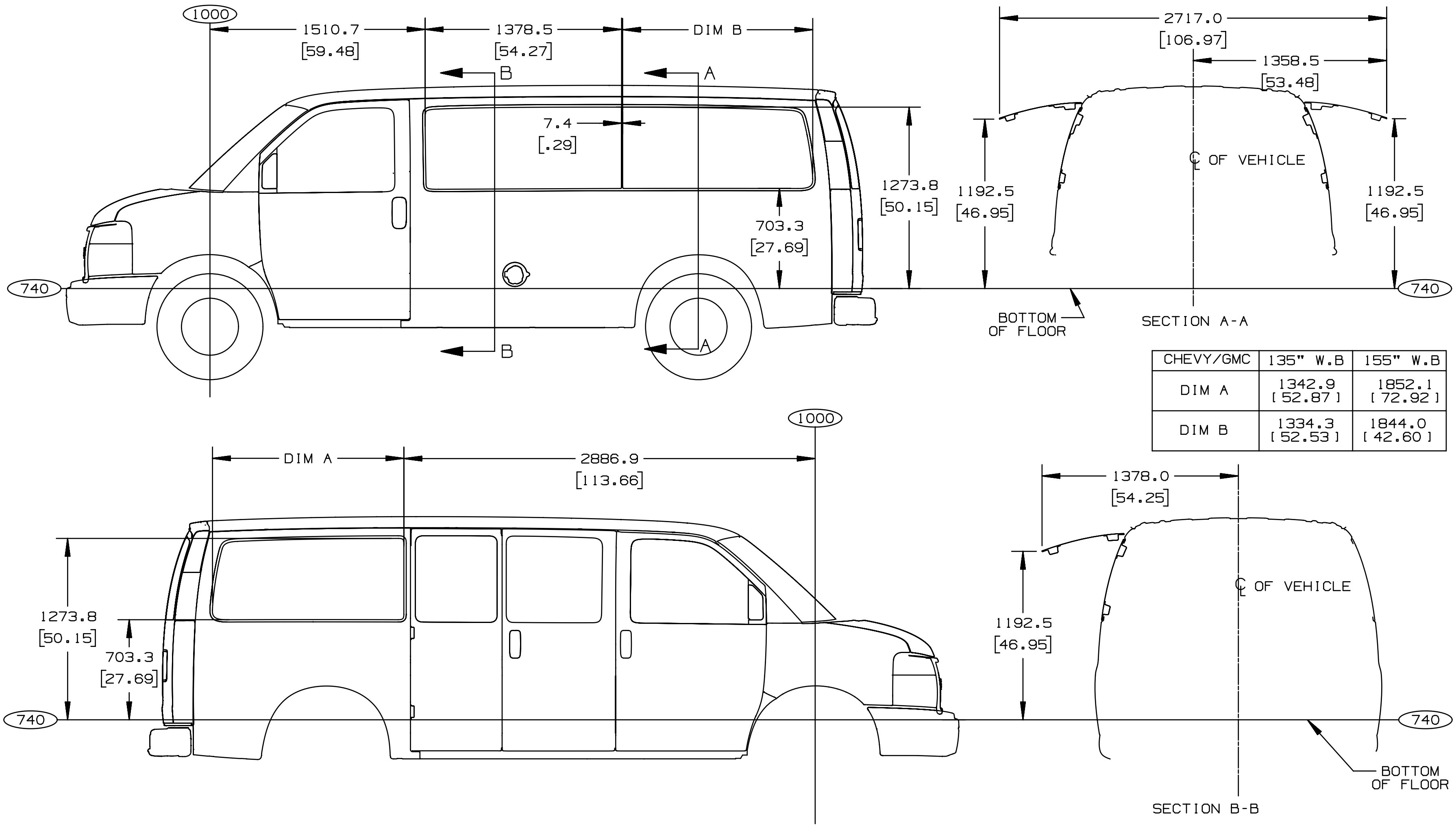
Rear CHMSL Location


881.3
[34.70]
REF
73.3
[2.89]
12.8
[.51]
34.5
[1.36]
SECTION A
A
242.0
[9.53]
121.0
[4.76]
881.3
[34.70]
1389.5
[54.71]
1342.2
[52.84]
740
BOTTOM OF FLOOR
℄ REAR AXLE
4429
℄ OF VEHICLE

[ ]= INCHES

TD006033a

Chevrolet – Express Access and Access Plus / GMC – Savana Pro and Pro Plus (Options PRP & PCR)


1000
1510.7
[59.48]
1378.5
[54.27]
DIM B
B
A
7.4
[.29]
1273.8
[50.15]
703.3
[27.69]
740
2717.0
[106.97]
1358.5
[53.48]
1192.5
[46.95]
℄ OF VEHICLE
BOTTOM OF FLOOR
SECTION A-A
DIM A
2886.9
[113.66]
1378.0
[54.25]
SECTION B-B

CHEVY/GMC	135" W.B	155" W.B
DIM A	1342.9 [52.87]	1852.1 [72.92]
DIM B	1334.3 [52.53]	1844.0 [42.60]

GMT 610 2004-I
G/H 134234334 05
G/H 237337 05
CHEVY/GMC

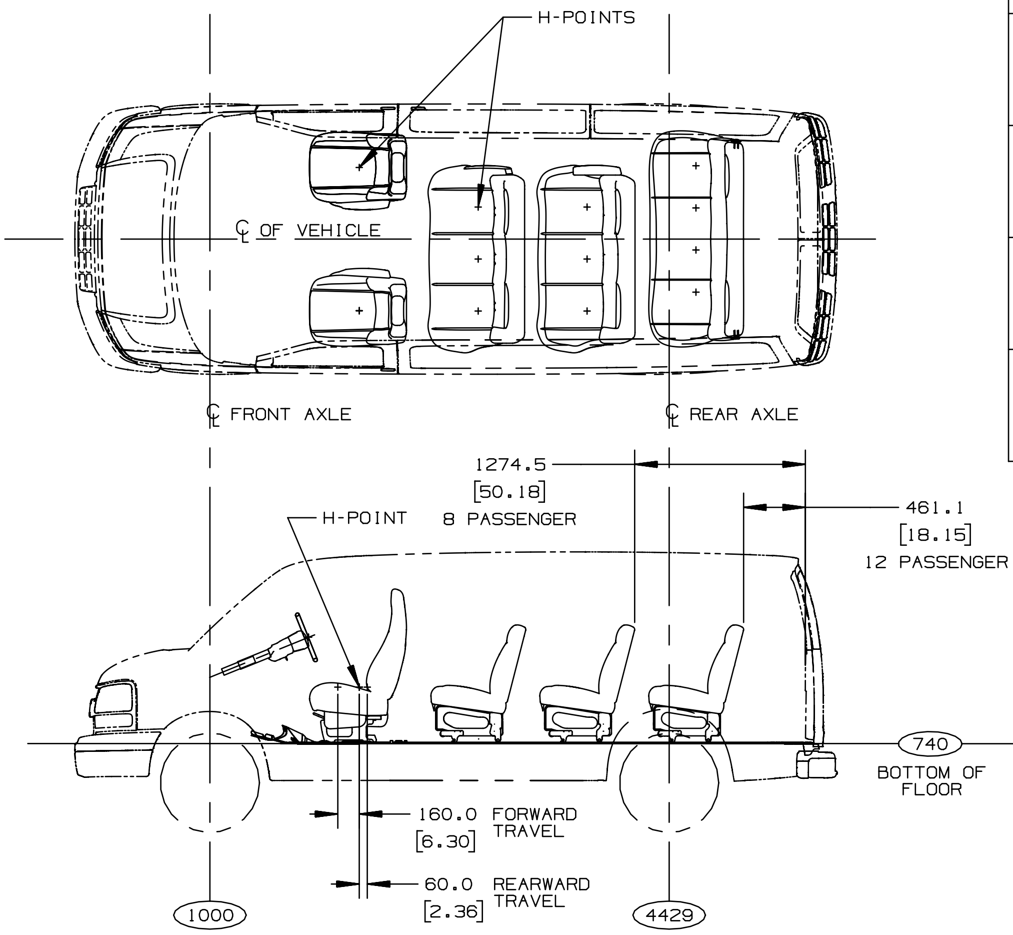
GMC SHOWN

[ ]= INCHES

ANC70879

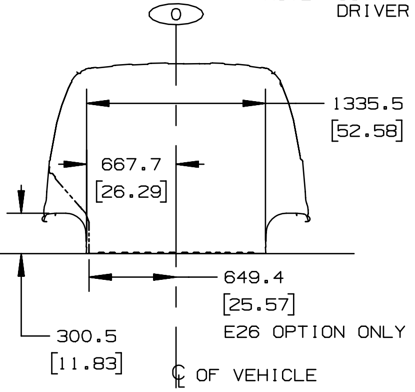
Seating Positions and H Point Locations 2, 5, 8, 12, 135” WB

GH134,234 (05,06)
G334 (05,06)
"135" WHEELBASE


H-POINTS
CL OF VEHICLE
CL FRONT AXLE
CL REAR AXLE
1274.5
[50.18]
8 PASSENGER
H-POINT
461.1
[18.15]
12 PASSENGER
740
BOTTOM OF FLOOR
160.0 FORWARD TRAVEL
[6.30]
60.0 REARWARD TRAVEL
[2.36]
1000
4429

H-POINTS FOR 8 OR 12 PASSENGER 135" W/B			
	SEAT ROW 1 (3 PASS BENCH)	SEAT ROW 2 (3 PASS BENCH)	SEAT ROW 3 (4 PASS BENCH)
PASSENGER L=2115.0 H=1160.0 W= 533.0			RH L=4629.0 H=1165.5 W= 546.0
	RH L=3003.0 H=1165.5 W= 238.5	RH L=3816.0 H=1165.5 W= 238.5	RCTR L=4629.0 H=1165.5 W= 232.0
	CTR L=3003.0 H=1165.5 W=-148.5	CTR L=3816.0 H=1165.5 W=-148.5	LCTR L=4629.0 H=1165.5 W= -81.0
DRIVER L=2115.0 H=1160.0 W=-533.0	LH L=3003.0 H=1165.5 W=-535.5	LH L=3816.0 H=1165.5 W=-535.5	LH L=4629.0 H=1165.5 W=-395.0

NOTE: CUTAWAY H-POINTS FOR
DRIVER AND PASS SAME AS ABOVE


0
1335.5
[52.58]
667.7
[26.29]
649.4
[25.57]
E26 OPTION ONLY
300.5
[11.83]
CL OF VEHICLE

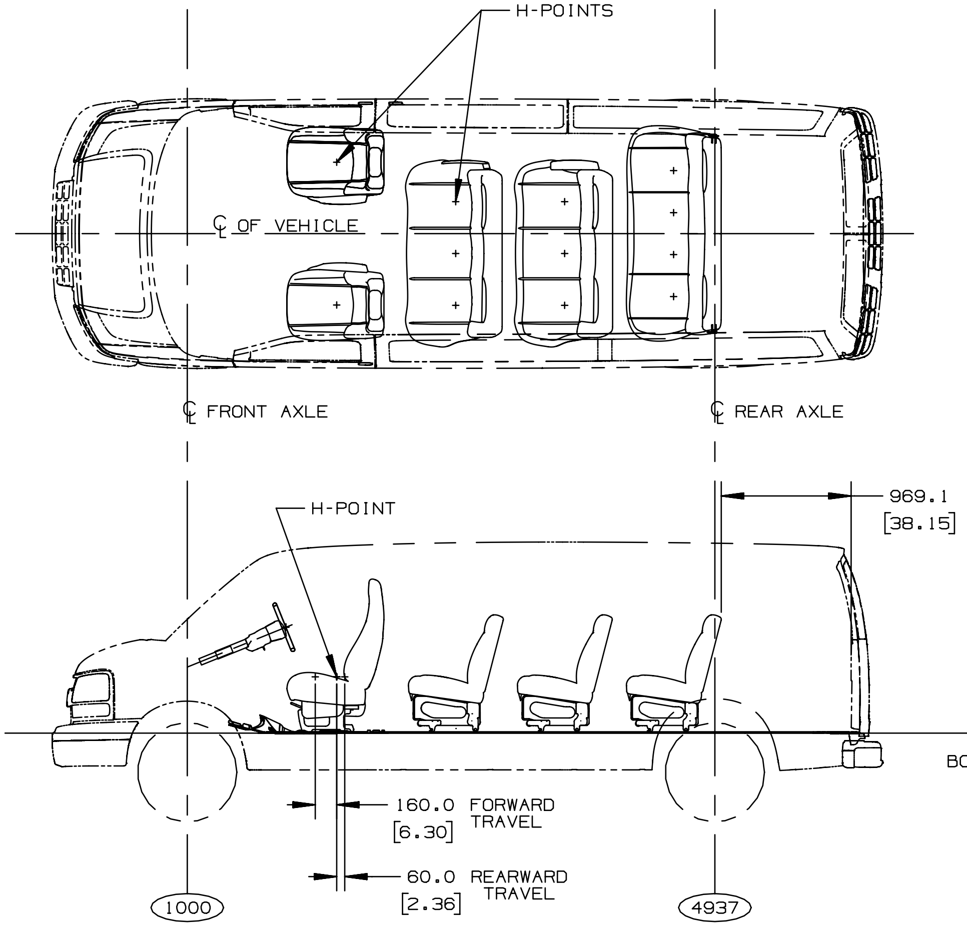
[ ]=INCHES

TD006025a

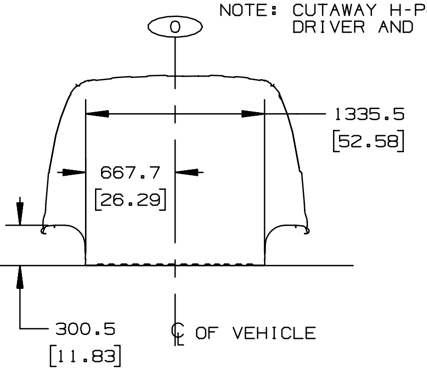
Seating Positions and H Point Locations 2, 4, 8, 12, 155" WB

G237 (05,06)
G337 (05,06)
"155" WHEELBASE

H-POINTS FOR 12 PASSENGER 155" W/B			
	SEAT ROW 1 (3 PASS BENCH)	SEAT ROW 2 (3 PASS BENCH)	SEAT ROW 3 (4 PASS BENCH)
PASSENGER L:2115.0 H:1160.0 W: 533.0			RH L:4629.0 H:1165.5 W: 470.5
	RH L:3003.0 H:1165.5 W: 238.5	RH L:3816.0 H:1165.5 W: 238.5	RCTR L:4629.0 H:1165.5 W: 156.5
	CTR L:3003.0 H:1165.5 W:-148.5	CTR L:3816.0 H:1165.5 W:-148.5	LCTR L:4629.0 H:1165.5 W:-156.5
DRIVER L:2115.0 H:1160.0 W:-533.0	LH L:3003.0 H:1165.5 W:-535.5	LH L:3816.0 H:1165.5 W:-535.5	LH L:4629.0 H:1165.5 W:-470.0


H-POINTS
℄ OF VEHICLE
℄ FRONT AXLE
℄ REAR AXLE
H-POINT
969.1
[38.15]
740
BOTTOM OF FLOOR
160.0 FORWARD TRAVEL
[6.30]
60.0 REARWARD TRAVEL
[2.36]
1000
4937

NOTE: CUTAWAY H-POINTS FOR DRIVER AND PASS SAME AS ABOVE

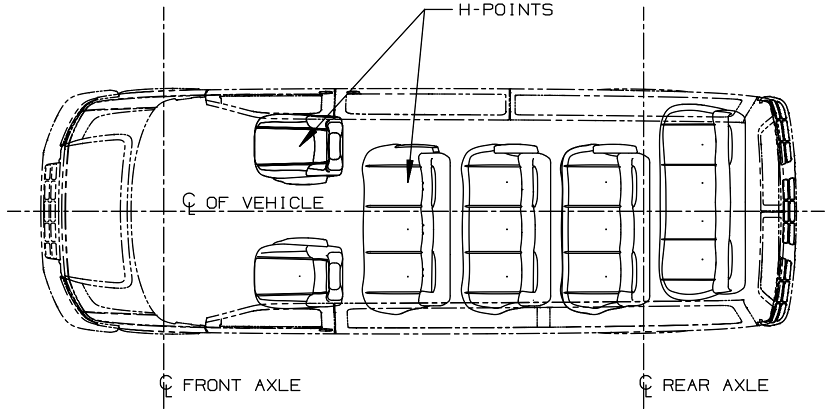

0
1335.5
[52.58]
667.7
[26.29]
300.5
[11.83]
℄ OF VEHICLE

[ ]= INCHES

TD006025b

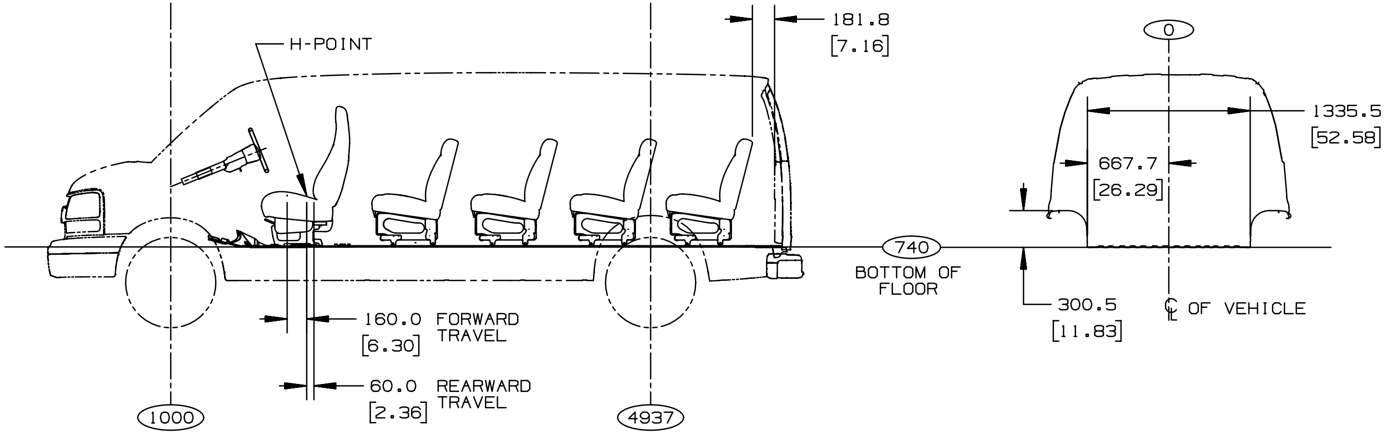
Seating Positions and H Point Locations 2, 4, 8, 12, 15, 155” WB

G237 (05,06)
G337 (05,06)
"155" WHEELBASE


H-POINTS
℄ OF VEHICLE
℄ FRONT AXLE
℄ REAR AXLE

H-POINTS FOR 15 PASSENGER 155" W/B				
	SEAT ROW 1 (3 PASS BENCH)	SEAT ROW 2 (3 PASS BENCH)	SEAT ROW 3 (3 PASS BENCH)	SEAT ROW 4 (4 PASS BENCH)
PASSENGER L=2115.0 H=1160.0 W= 533.0				RH L=5420.0 H=1165.5 W= 546.0
	RH L=3003.0 H=1165.5 W= 238.5	RH L=3816.0 H=1165.5 W= 238.5	RH L=4629.0 H=1165.5 W= 238.5	RCTR L=5420.0 H=1165.5 W= 232.0
	CTR L=3003.0 H=1165.5 W=-148.5	CTR L=3816.0 H=1165.5 W=-148.5	CTR L=4629.0 H=1165.5 W=-148.5	LCTR L=5420.0 H=1165.5 W= -81.0
DRIVER L=2115.0 H=1160.0 W=-533.0	LH L=3003.0 H=1165.5 W=-535.5	LH L=3816.0 H=1165.5 W=-535.5	LH L=4629.0 H=1165.5 W=-535.5	LH L=5420.0 H=1165.5 W=-395.0

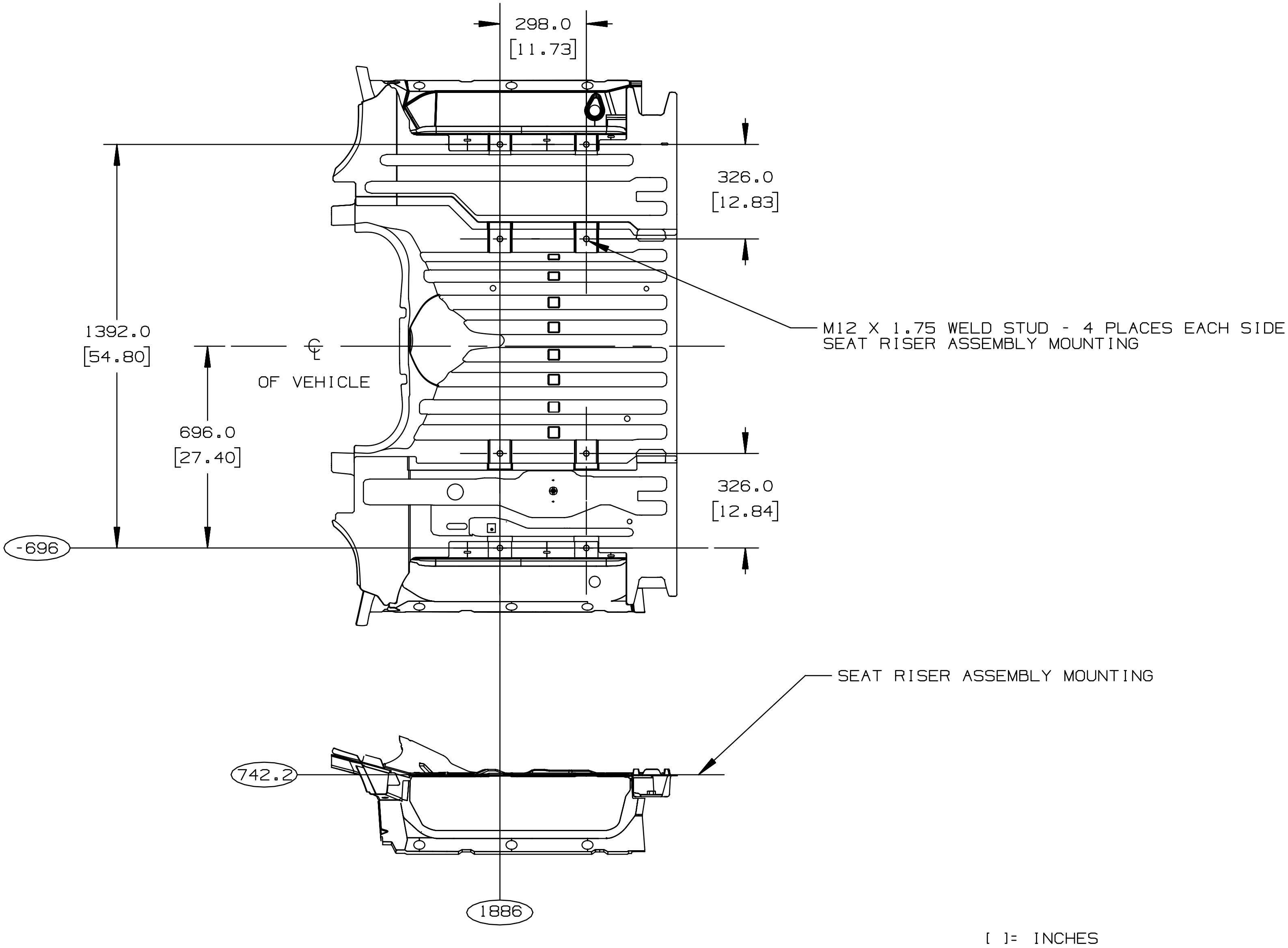
NOTE: CUTAWAY H-POINTS FOR DRIVER AND PASS SAME AS ABOVE


181.8
[7.16]
H-POINT
0
1335.5
[52.58]
667.7
[26.29]
740
BOTTOM OF FLOOR
300.5
[11.83]
℄ OF VEHICLE
160.0 FORWARD TRAVEL
[6.30]
60.0 REARWARD TRAVEL
[2.36]
1000
4937

[ ]=INCHES

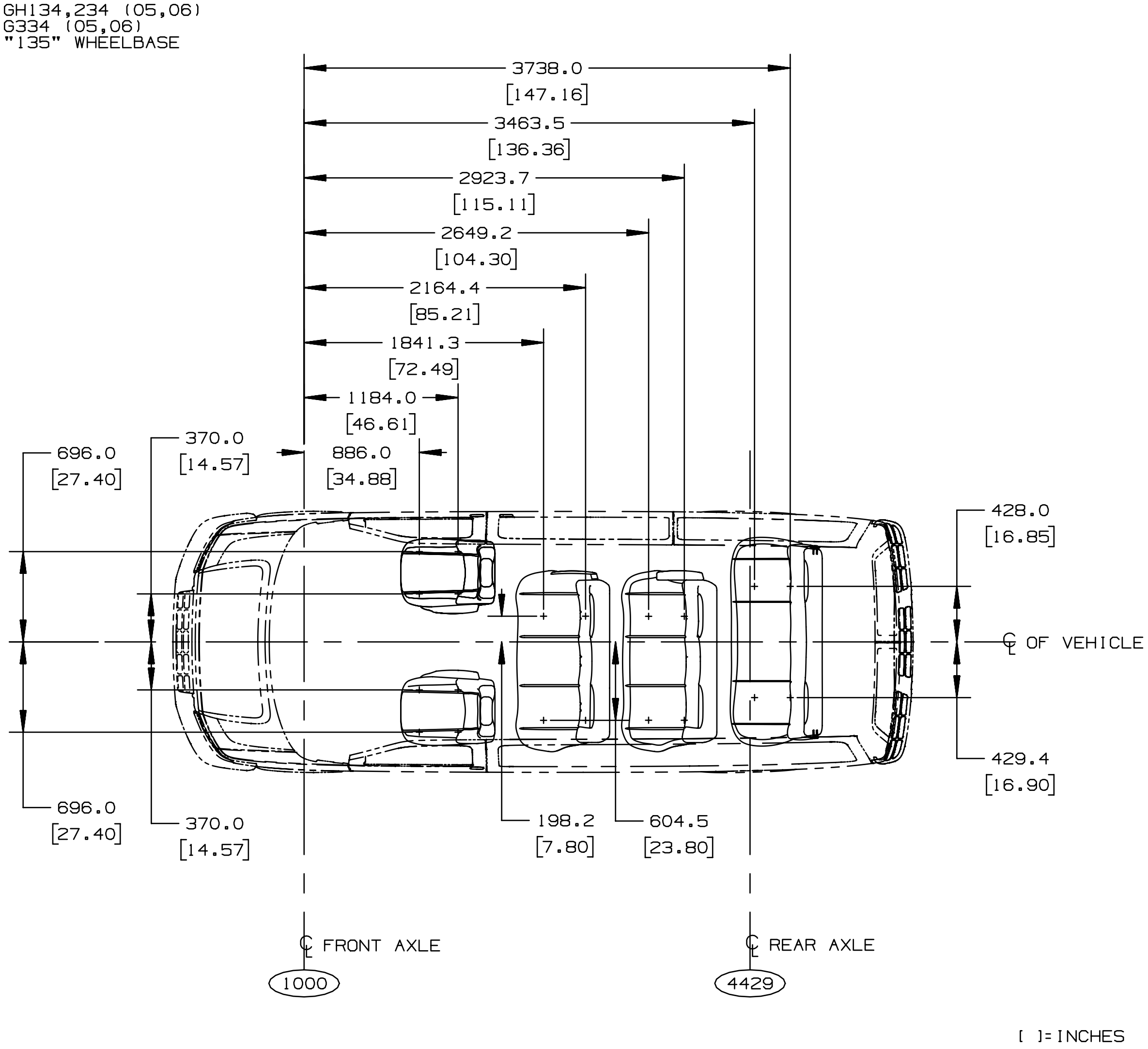
TD006025c

1st Row Driver and Passenger Seat Riser Mounting Locations


298.0
[11.73]
326.0
[12.83]
1392.0
[54.80]
℄
OF VEHICLE
696.0
[27.40]
M12 X 1.75 WELD STUD - 4 PLACES EACH SIDE
SEAT RISER ASSEMBLY MOUNTING
326.0
[12.84]
-696
SEAT RISER ASSEMBLY MOUNTING
742.2
1886
[ ]= INCHES

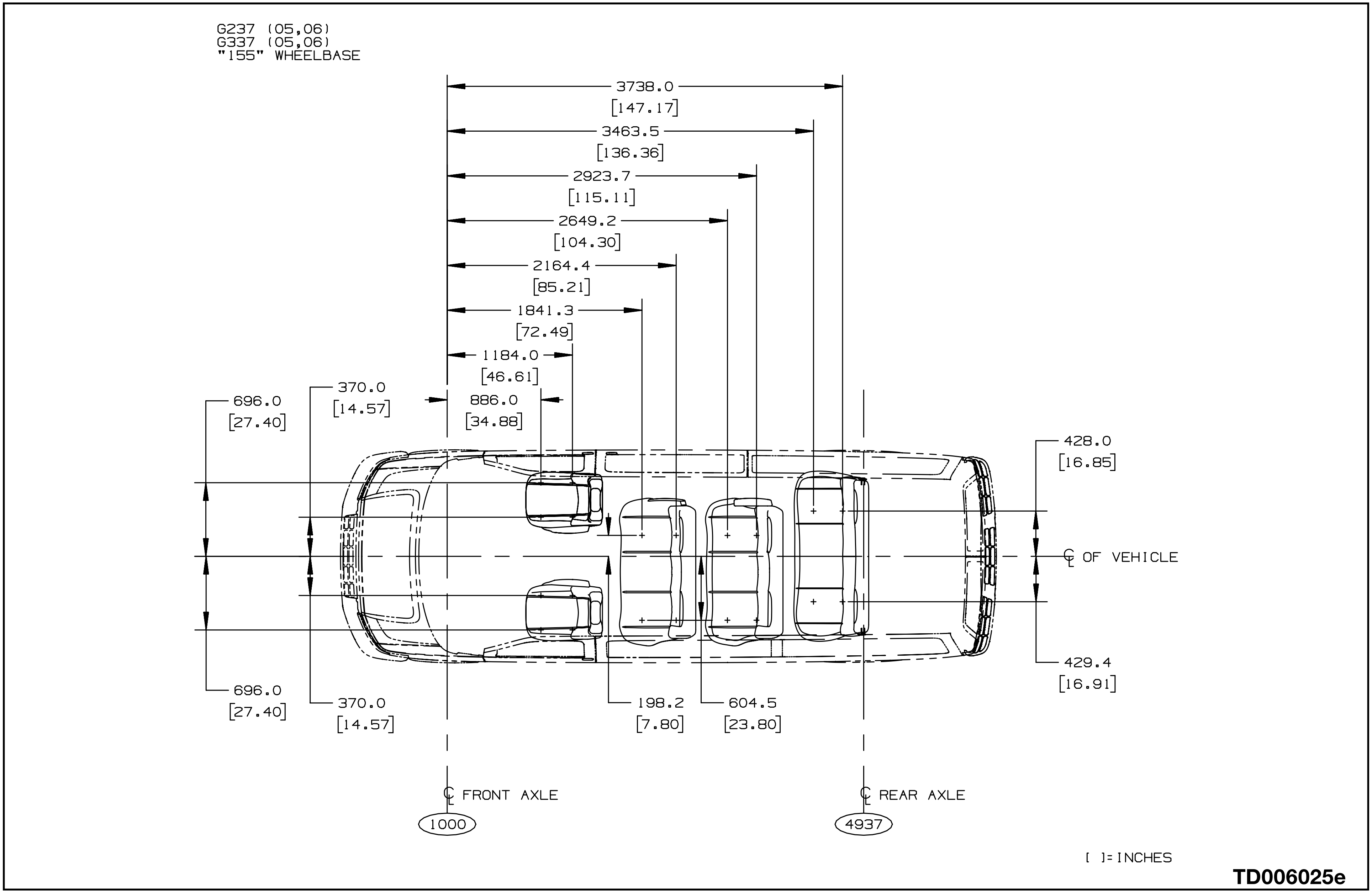
TD005989a

Seating Tie Down Locations, 12 Passenger, 135” WB


GH134,234 (05,06)
G334 (05,06)
"135" WHEELBASE
3738.0
[147.16]
3463.5
[136.36]
2923.7
[115.11]
2649.2
[104.30]
2164.4
[85.21]
1841.3
[72.49]
1184.0
[46.61]
886.0
[34.88]
370.0
[14.57]
696.0
[27.40]
428.0
[16.85]
℄ OF VEHICLE
429.4
[16.90]
696.0
[27.40]
370.0
[14.57]
198.2
[7.80]
604.5
[23.80]
℄ FRONT AXLE
1000
℄ REAR AXLE
4429
[ ]= INCHES

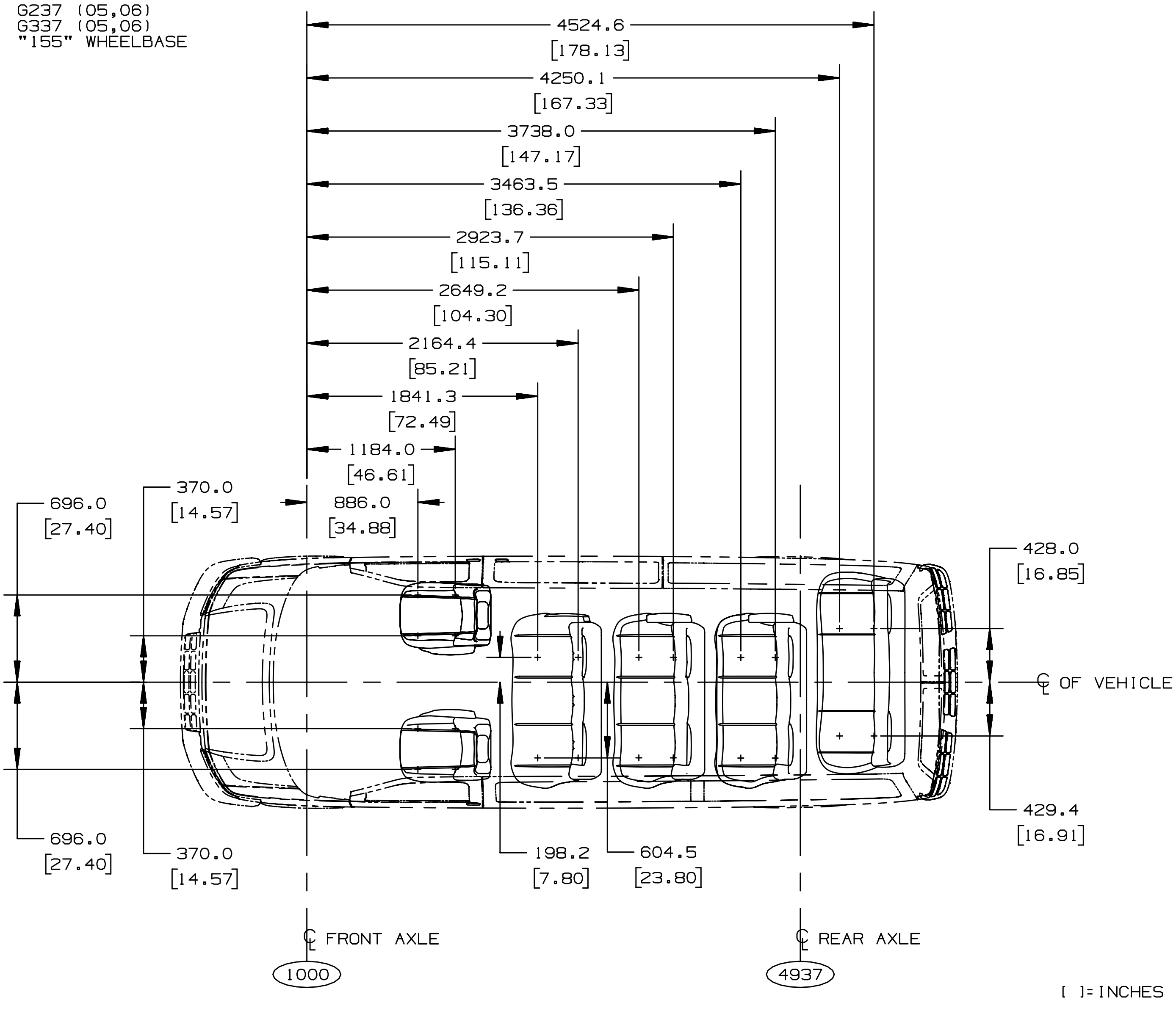
TD006025d

Seating Tie Down Locations, 12 Passenger, 155” WB


G237 (05,06)
G337 (05,06)
"155" WHEELBASE
3738.0
[147.17]
3463.5
[136.36]
2923.7
[115.11]
2649.2
[104.30]
2164.4
[85.21]
1841.3
[72.49]
1184.0
[46.61]
370.0
[14.57]
696.0
[27.40]
886.0
[34.88]
428.0
[16.85]
℄ OF VEHICLE
429.4
[16.91]
696.0
[27.40]
370.0
[14.57]
198.2
[7.80]
604.5
[23.80]
℄ FRONT AXLE
1000
℄ REAR AXLE
4937
[ ]= INCHES

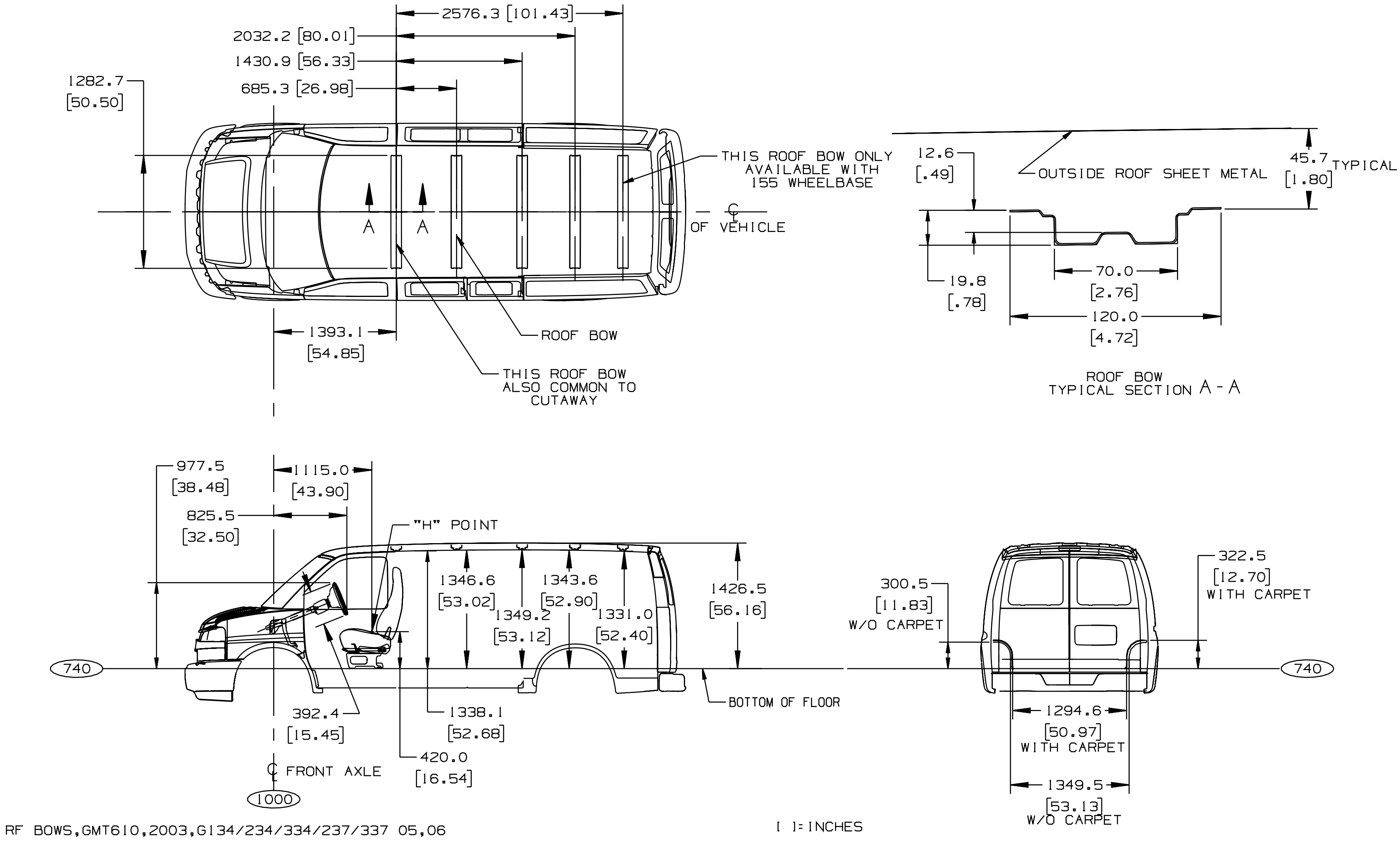
TD006025e

Seating Tie Down Locations, 15 Passenger, 155" WB


G237 (05,06)
G337 (05,06)
"155" WHEELBASE
4524.6
[178.13]
4250.1
[167.33]
3738.0
[147.17]
3463.5
[136.36]
2923.7
[115.11]
2649.2
[104.30]
2164.4
[85.21]
1841.3
[72.49]
1184.0
[46.61]
886.0
[34.88]
370.0
[14.57]
696.0
[27.40]
428.0
[16.85]
℄ OF VEHICLE
429.4
[16.91]
696.0
[27.40]
370.0
[14.57]
198.2
[7.80]
604.5
[23.80]
℄ FRONT AXLE
1000
℄ REAR AXLE
4937
[ ]= INCHES

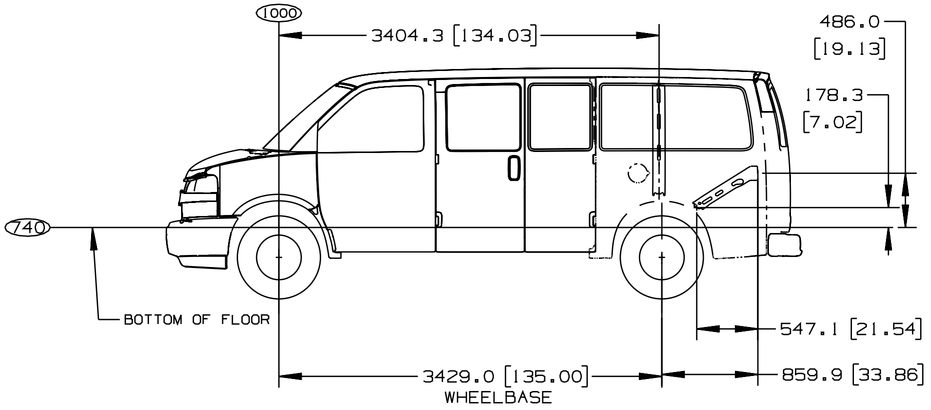
TD006025f

Roof Bows, 135” and 155” WB – (05/06)

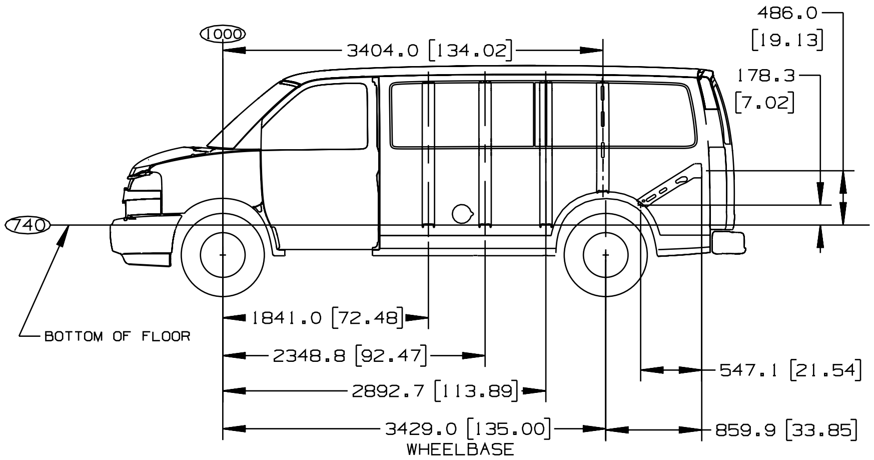

2576.3 [101.43]
2032.2 [80.01]
1430.9 [56.33]
685.3 [26.98]
1282.7
[50.50]
THIS ROOF BOW ONLY
AVAILABLE WITH
155 WHEELBASE
℄
OF VEHICLE
A
A
1393.1
[54.85]
ROOF BOW
THIS ROOF BOW
ALSO COMMON TO
CUTAWAY
12.6
[.49]
OUTSIDE ROOF SHEET METAL
45.7
[1.80]
TYPICAL
19.8
[.78]
70.0
[2.76]
120.0
[4.72]
ROOF BOW
TYPICAL SECTION A - A
977.5
[38.48]
1115.0
[43.90]
825.5
[32.50]
"H" POINT
1346.6
[53.02]
1343.6
[52.90]
1349.2
[53.12]
1331.0
[52.40]
1426.5
[56.16]
740
392.4
[15.45]
1338.1
[52.68]
420.0
[16.54]
BOTTOM OF FLOOR
℄ FRONT AXLE
1000
300.5
[11.83]
W/O CARPET
322.5
[12.70]
WITH CARPET
740
1294.6
[50.97]
WITH CARPET
1349.5
[53.13]
W/O CARPET
RF BOWS,GMT610,2003,G134/234/334/237/337 05,06
[ ]= INCHES

TD006008a

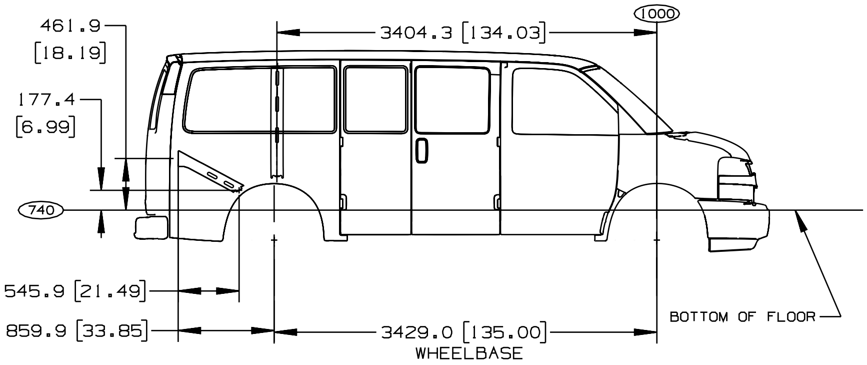
Side Strainers, Braces and Reinforcements, 135” WB – G/H134/G234/G334 (05/06)


1000
3404.3 [134.03]
486.0
[19.13]
178.3
[7.02]
740
BOTTOM OF FLOOR
547.1 [21.54]
3429.0 [135.00]
WHEELBASE
859.9 [33.86]

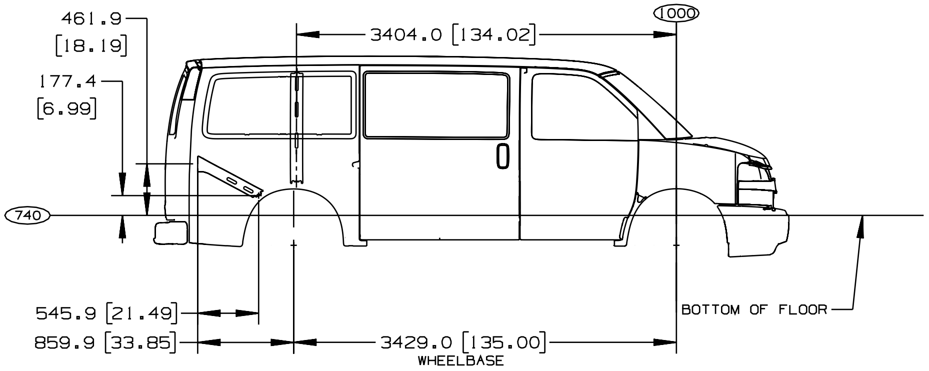
L.H.SIDE VIEW (&E26)


1000
3404.0 [134.02]
486.0
[19.13]
178.3
[7.02]
740
BOTTOM OF FLOOR
1841.0 [72.48]
2348.8 [92.47]
2892.7 [113.89]
547.1 [21.54]
3429.0 [135.00]
WHEELBASE
859.9 [33.85]

L.H.SIDE VIEW (-E26)


461.9
[18.19]
3404.3 [134.03]
1000
177.4
[6.99]
740
545.9 [21.49]
859.9 [33.85]
3429.0 [135.00]
WHEELBASE
BOTTOM OF FLOOR

R.H.SIDE VIEW (&E24)


461.9
[18.19]
3404.0 [134.02]
1000
177.4
[6.99]
740
545.9 [21.49]
859.9 [33.85]
3429.0 [135.00]
WHEELBASE
BOTTOM OF FLOOR

R.H.SIDE VIEW (&YA2)

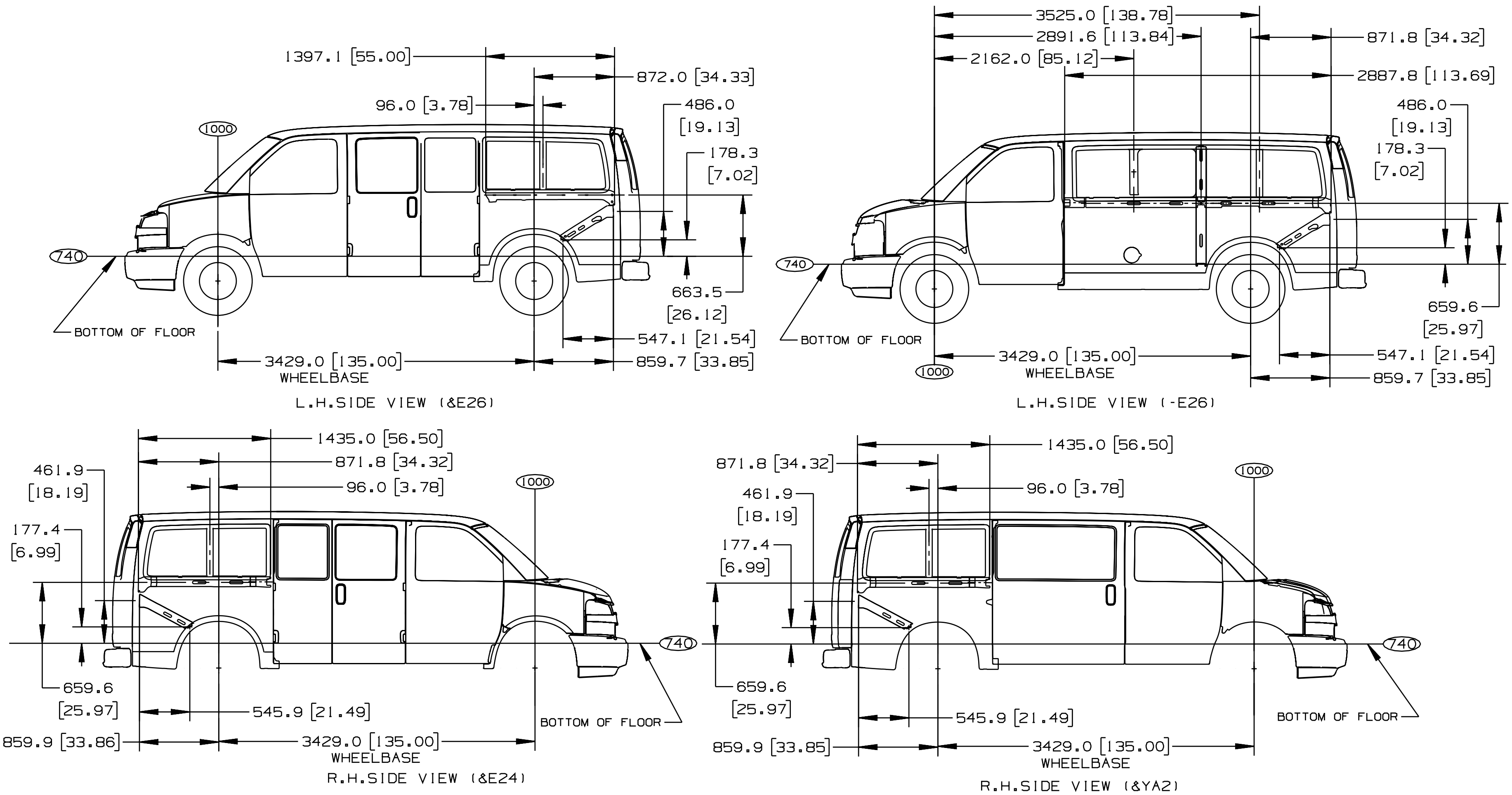
RPO	DESCRIPTION
E24	DR SI RR HINGED
E26	DR SI RR LH HINGED
YA2	DR SI RR SLIDING

STRAINERS, BRACES, REINFORCEMENTS
GMT610, 2003, G134/234/334 05

[ ]= INCHES

TD006008b

Side Strainers, Braces and Reinforcements, 135” WB – G/H134/G234/G334 (05/06)


1397.1 [55.00]
872.0 [34.33]
96.0 [3.78]
486.0 [19.13]
178.3 [7.02]
1000
740
663.5 [26.12]
547.1 [21.54]
859.7 [33.85]
BOTTOM OF FLOOR
3429.0 [135.00] WHEELBASE
L.H.SIDE VIEW (&E26)
3525.0 [138.78]
2891.6 [113.84]
871.8 [34.32]
2162.0 [85.12]
2887.8 [113.69]
486.0 [19.13]
178.3 [7.02]
740
659.6 [25.97]
BOTTOM OF FLOOR
547.1 [21.54]
3429.0 [135.00] WHEELBASE
1000
859.7 [33.85]
L.H.SIDE VIEW (-E26)
1435.0 [56.50]
461.9 [18.19]
871.8 [34.32]
96.0 [3.78]
1000
177.4 [6.99]
740
659.6 [25.97]
545.9 [21.49]
BOTTOM OF FLOOR
859.9 [33.86]
3429.0 [135.00] WHEELBASE
R.H.SIDE VIEW (&E24)
871.8 [34.32]
1435.0 [56.50]
461.9 [18.19]
96.0 [3.78]
1000
177.4 [6.99]
740
659.6 [25.97]
545.9 [21.49]
BOTTOM OF FLOOR
859.9 [33.85]
3429.0 [135.00] WHEELBASE
R.H.SIDE VIEW (&YA2)

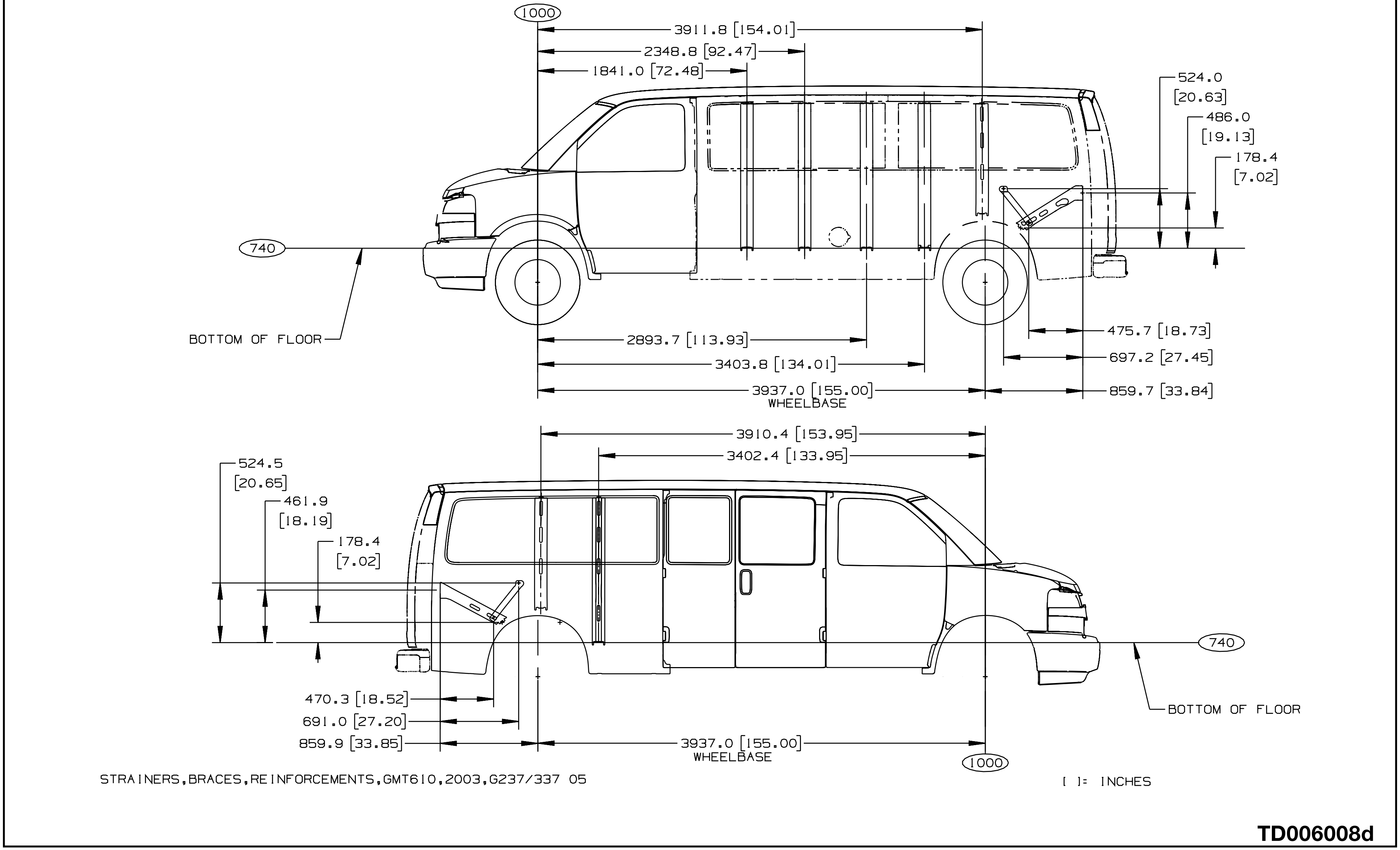
RPO	DESCRIPTION
E24	DR SI RR HINGED
E26	DR SI RR LH HINGED
YA2	DR SI RR SLIDING
A07	WINDOW BODY
A08	WINDOW BODY RH

STRAINERS,BRACES AND REINFORCEMENTS
GMT610,2003,G134/234/334 06,05(&A07/A08)

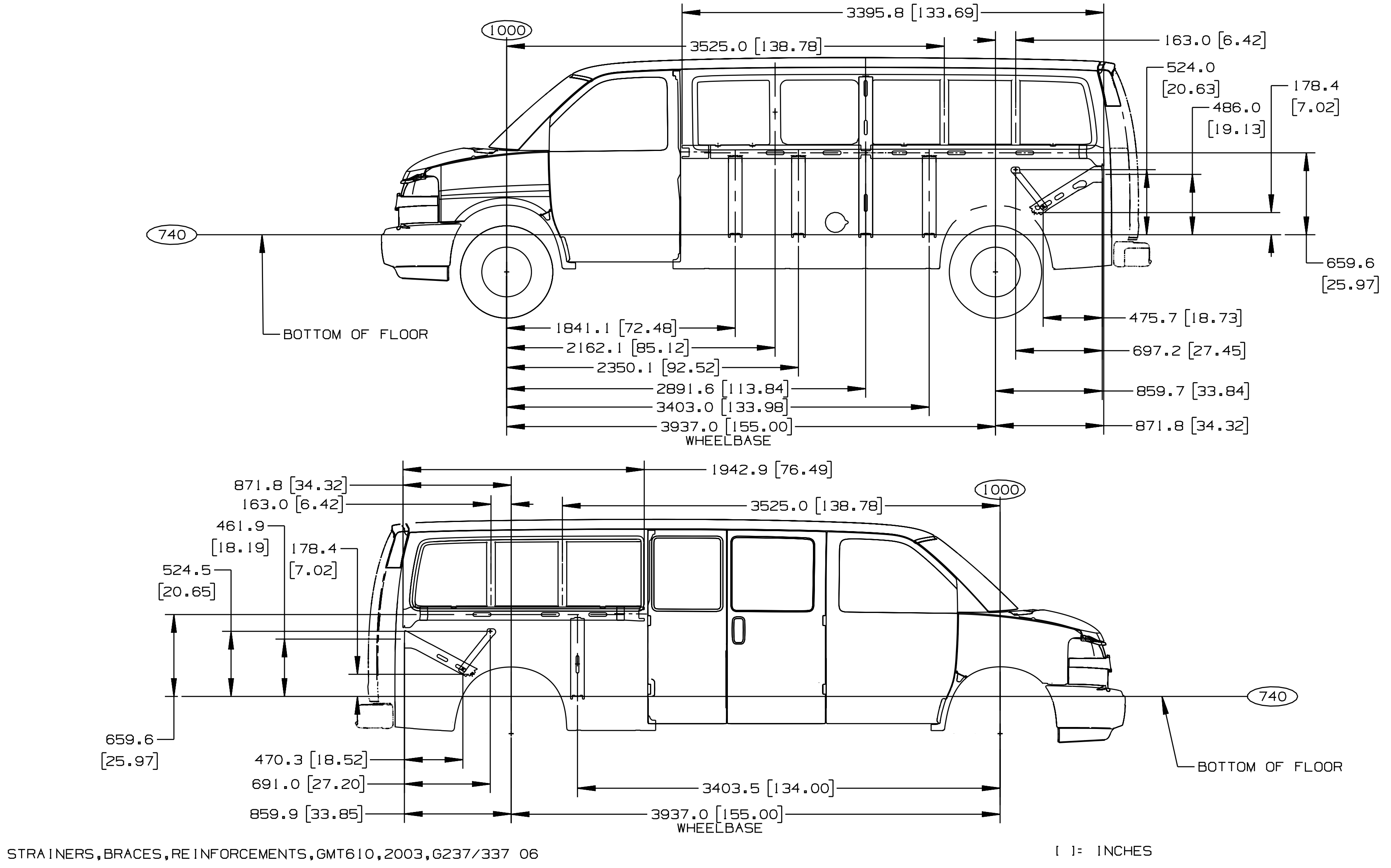
[ ]= INCHES

TD006008c

Side Strainers, Braces and Reinforcements, 155” WB – G237/G337 (05/06)

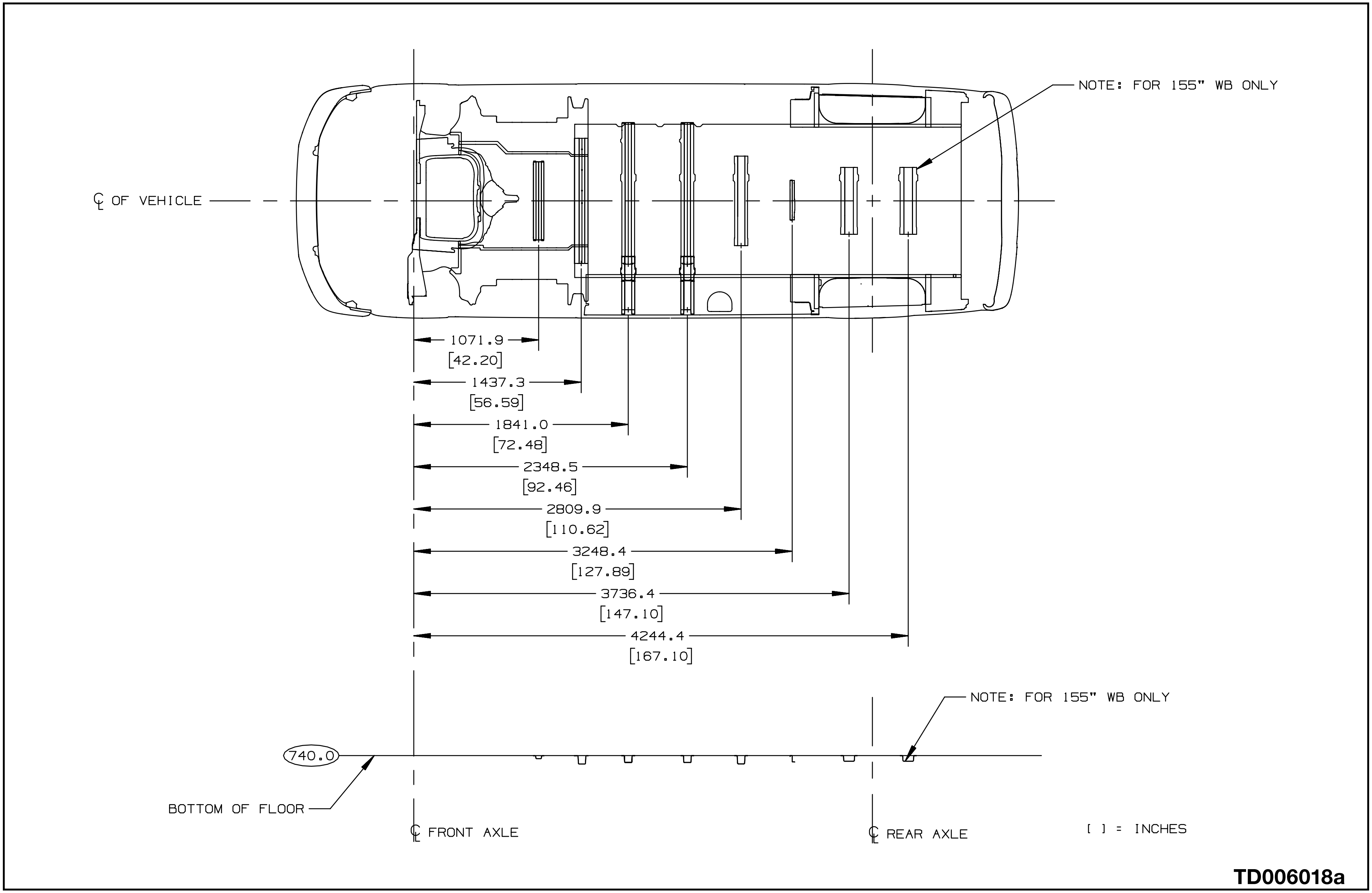

1000
3911.8 [154.01]
2348.8 [92.47]
1841.0 [72.48]
524.0 [20.63]
486.0 [19.13]
178.4 [7.02]
740
BOTTOM OF FLOOR
2893.7 [113.93]
3403.8 [134.01]
3937.0 [155.00] WHEELBASE
475.7 [18.73]
697.2 [27.45]
859.7 [33.84]
3910.4 [153.95]
3402.4 [133.95]
524.5 [20.65]
461.9 [18.19]
178.4 [7.02]
740
BOTTOM OF FLOOR
470.3 [18.52]
691.0 [27.20]
859.9 [33.85]
3937.0 [155.00] WHEELBASE
1000
STRAINERS,BRACES,REINFORCEMENTS,GMT610,2003,G237/337 05
[ ]= INCHES
TD006008d

Side Strainers, Braces and Reinforcements, 155” WB – G237/G337 (05/06)

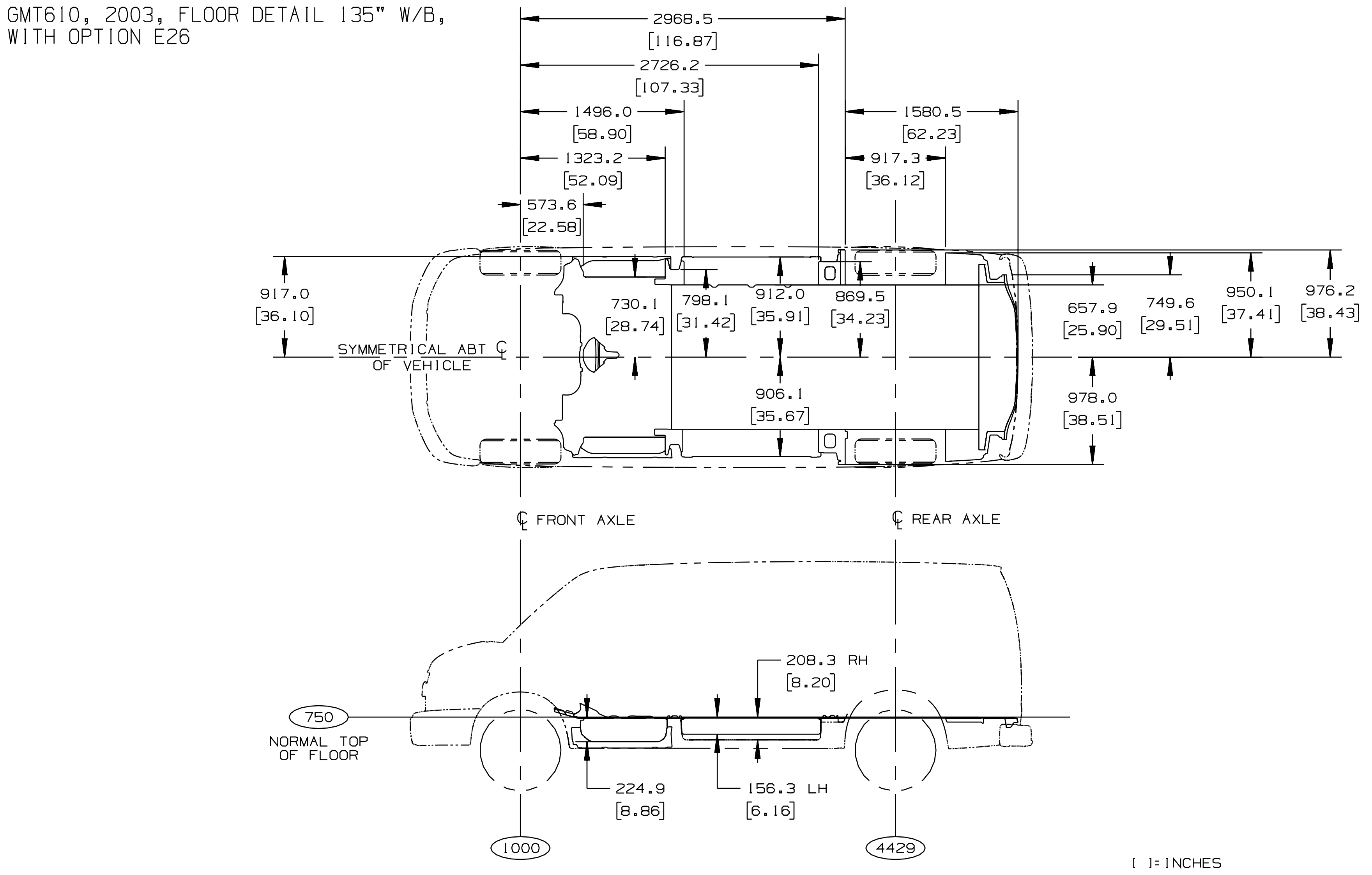

3395.8 [133.69]
1000
3525.0 [138.78]
163.0 [6.42]
524.0
[20.63]
178.4
[7.02]
486.0
[19.13]
740
659.6
[25.97]
BOTTOM OF FLOOR
1841.1 [72.48]
2162.1 [85.12]
2350.1 [92.52]
2891.6 [113.84]
3403.0 [133.98]
3937.0 [155.00]
WHEELBASE
475.7 [18.73]
697.2 [27.45]
859.7 [33.84]
871.8 [34.32]
1942.9 [76.49]
871.8 [34.32]
163.0 [6.42]
1000
3525.0 [138.78]
461.9
[18.19]
178.4
[7.02]
524.5
[20.65]
740
659.6
[25.97]
BOTTOM OF FLOOR
470.3 [18.52]
691.0 [27.20]
3403.5 [134.00]
859.9 [33.85]
3937.0 [155.00]
WHEELBASE
STRAINERS,BRACES,REINFORCEMENTS,GMT610,2003,G237/337 06
[ ]= INCHES

TD006008e

Floor Cross Sills Centerline Locations

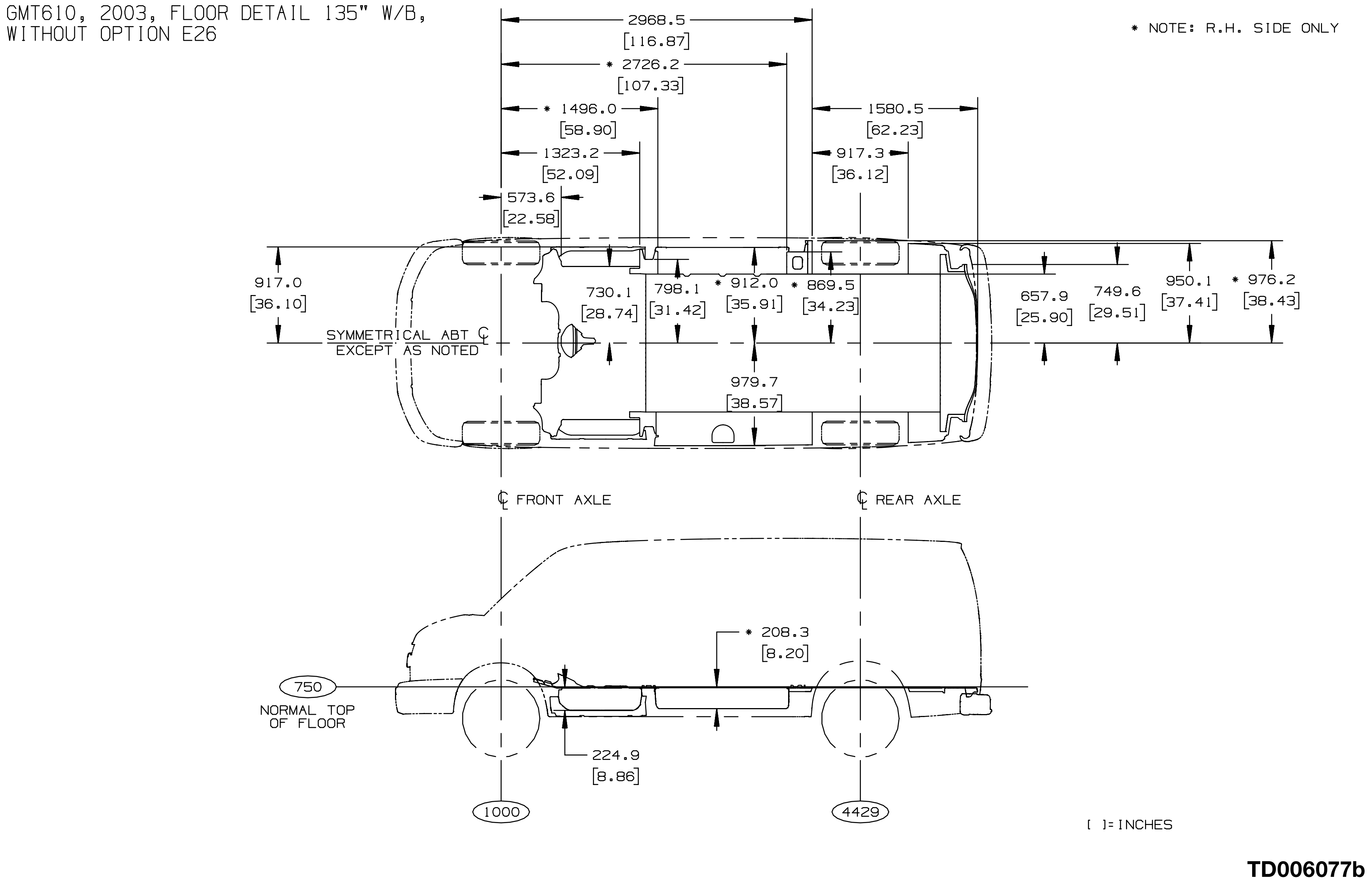

NOTE: FOR 155" WB ONLY
℄ OF VEHICLE
1071.9
[42.20]
1437.3
[56.59]
1841.0
[72.48]
2348.5
[92.46]
2809.9
[110.62]
3248.4
[127.89]
3736.4
[147.10]
4244.4
[167.10]
NOTE: FOR 155" WB ONLY
740.0
BOTTOM OF FLOOR
℄ FRONT AXLE
℄ REAR AXLE
[ ] = INCHES
TD006018a

Floor with Optional E26, 135” WB – G/H 134/234/334

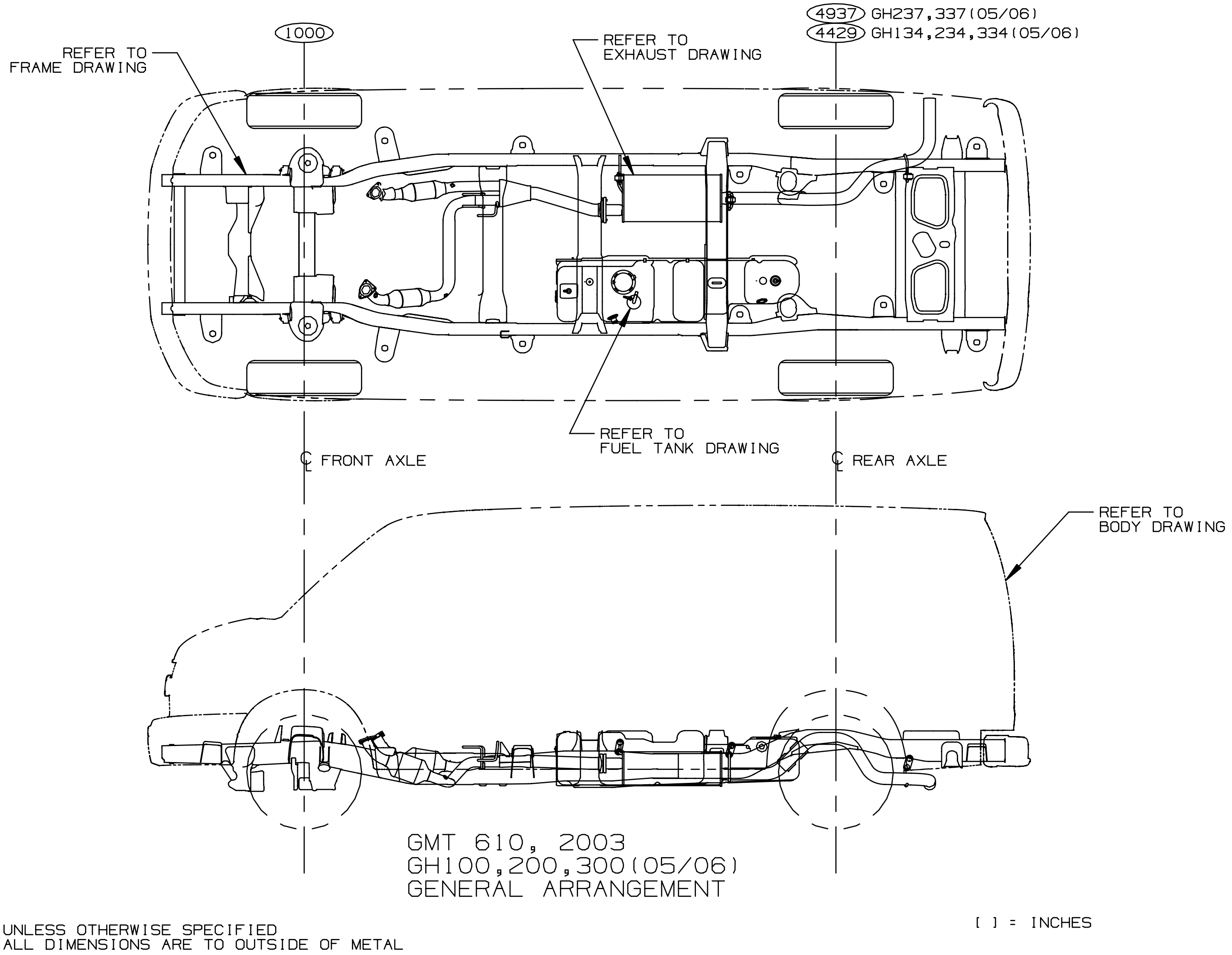

GMT610, 2003, FLOOR DETAIL 135" W/B,
WITH OPTION E26
2968.5
[116.87]
2726.2
[107.33]
1496.0
[58.90]
1323.2
[52.09]
573.6
[22.58]
1580.5
[62.23]
917.3
[36.12]
917.0
[36.10]
730.1
[28.74]
798.1
[31.42]
912.0
[35.91]
869.5
[34.23]
657.9
[25.90]
749.6
[29.51]
950.1
[37.41]
976.2
[38.43]
SYMMETRICAL ABT ℄
OF VEHICLE
906.1
[35.67]
978.0
[38.51]
℄ FRONT AXLE
℄ REAR AXLE
208.3 RH
[8.20]
750
NORMAL TOP
OF FLOOR
224.9
[8.86]
156.3 LH
[6.16]
1000
4429
[ ]= INCHES

TD006077a

Floor without Optional E26, 135” WB – G/H 134/234/334

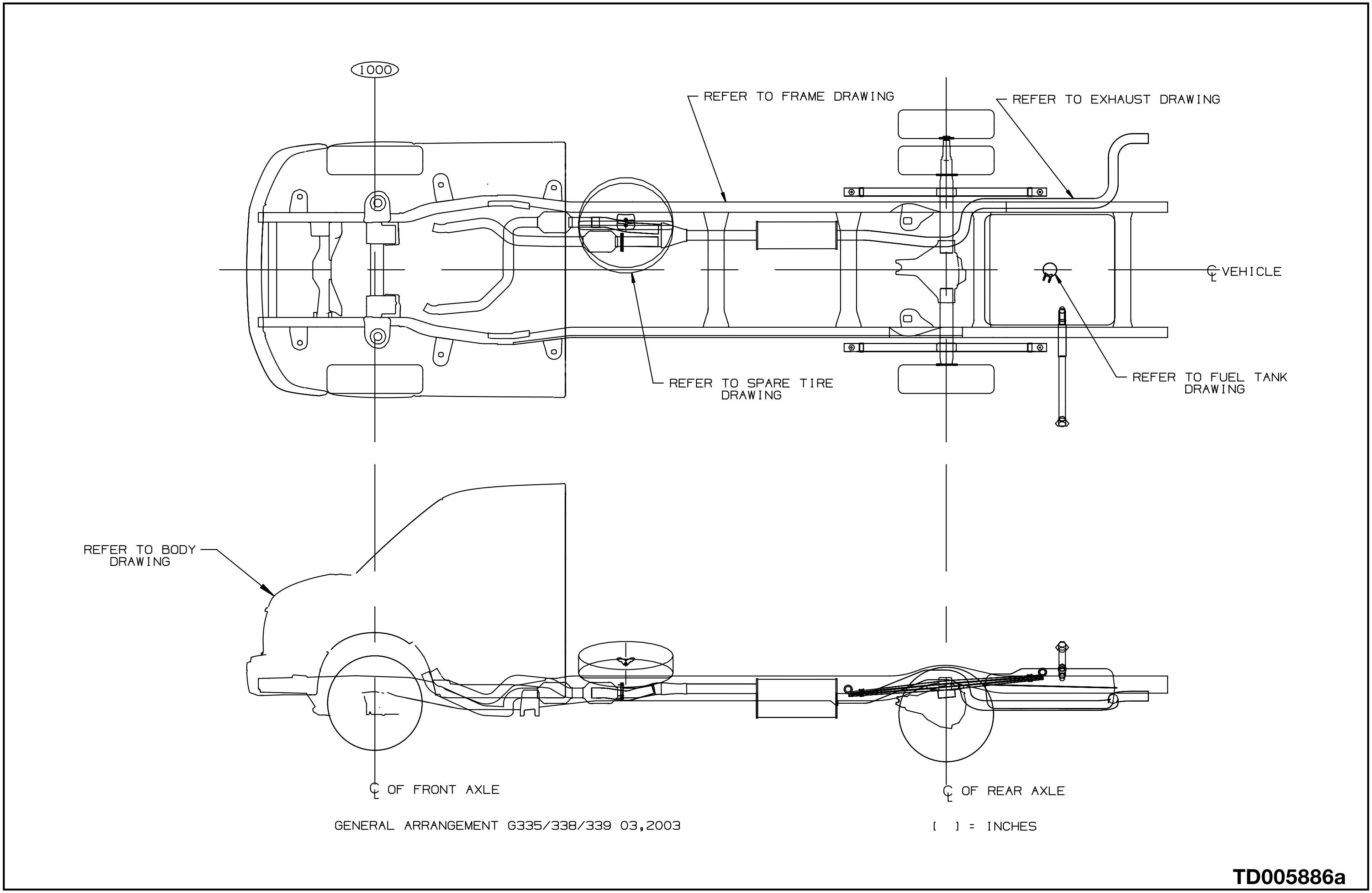

GMT610, 2003, FLOOR DETAIL 135" W/B,
WITHOUT OPTION E26
* NOTE: R.H. SIDE ONLY
2968.5 [116.87]
* 2726.2 [107.33]
* 1496.0 [58.90]
1323.2 [52.09]
573.6 [22.58]
1580.5 [62.23]
917.3 [36.12]
917.0 [36.10]
SYMMETRICAL ABT ℄
EXCEPT AS NOTED
730.1 [28.74]
798.1 [31.42]
* 912.0 [35.91]
* 869.5 [34.23]
979.7 [38.57]
657.9 [25.90]
749.6 [29.51]
950.1 [37.41]
* 976.2 [38.43]
℄ FRONT AXLE
℄ REAR AXLE
* 208.3 [8.20]
750
NORMAL TOP OF FLOOR
224.9 [8.86]
1000
4429
[ ]= INCHES
TD006077b

General Arrangement, Full Body Van – G/H 100/200/300 (05/06)

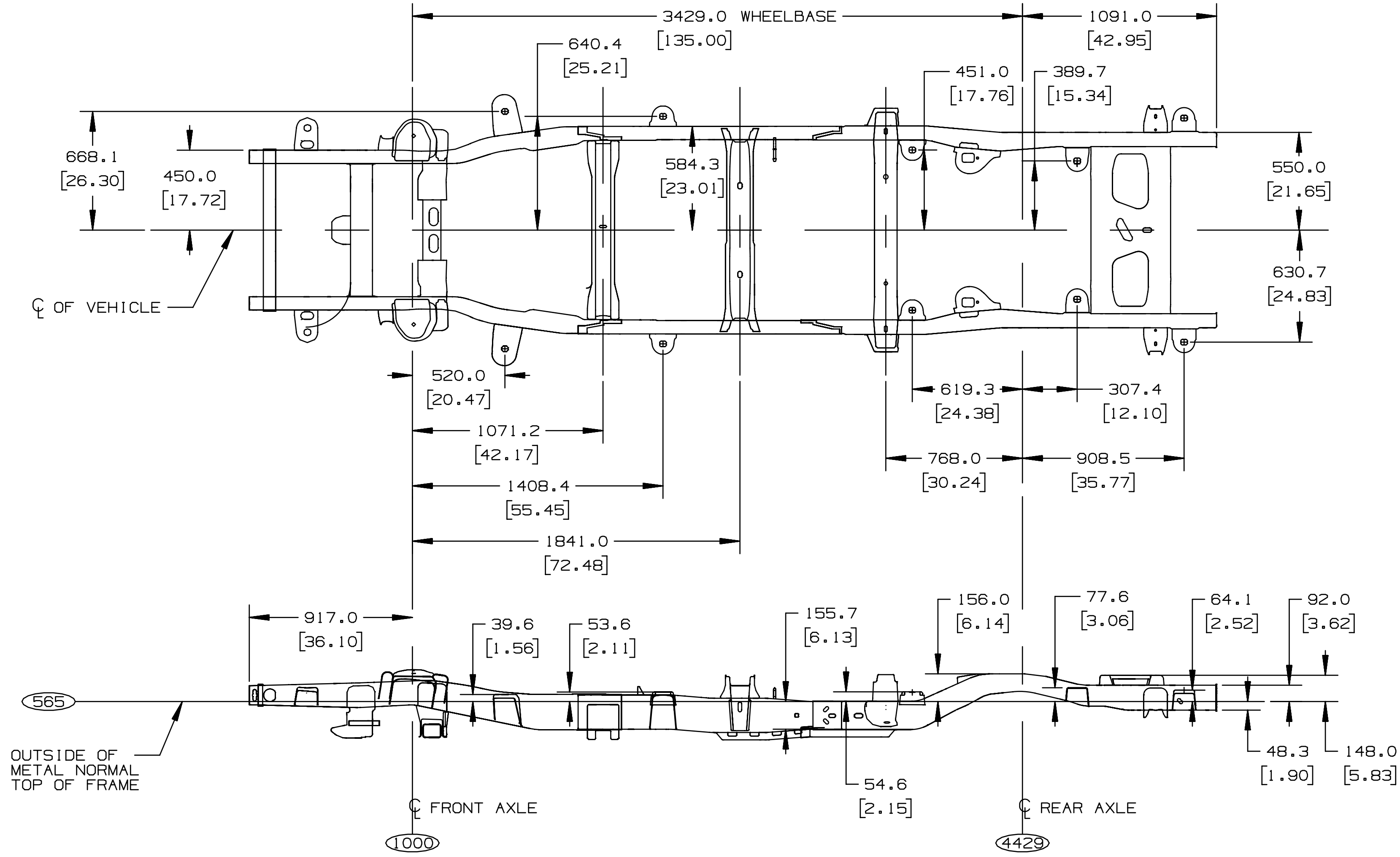

4937 GH237,337(05/06)
4429 GH134,234,334(05/06)
1000
REFER TO FRAME DRAWING
REFER TO EXHAUST DRAWING
REFER TO FUEL TANK DRAWING
℄ FRONT AXLE
℄ REAR AXLE
REFER TO BODY DRAWING
GMT 610, 2003
GH100,200,300(05/06)
GENERAL ARRANGEMENT
UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS ARE TO OUTSIDE OF METAL
[ ] = INCHES

TD005956a

General Arrangement, Cutaway – G 335,338,339 (03)


1000
REFER TO FRAME DRAWING
REFER TO EXHAUST DRAWING
℄ VEHICLE
REFER TO SPARE TIRE DRAWING
REFER TO FUEL TANK DRAWING
REFER TO BODY DRAWING
℄ OF FRONT AXLE
℄ OF REAR AXLE
GENERAL ARRANGEMENT G335/338/339 03,2003
[ ] = INCHES
TD005886a

Frame and Crossmember Arrangement, 135” WB – G 134/234 (05/06)


3429.0 WHEELBASE
[135.00]
1091.0
[42.95]
640.4
[25.21]
451.0
[17.76]
389.7
[15.34]
668.1
[26.30]
450.0
[17.72]
584.3
[23.01]
550.0
[21.65]
630.7
[24.83]
℄ OF VEHICLE
520.0
[20.47]
1071.2
[42.17]
1408.4
[55.45]
1841.0
[72.48]
619.3
[24.38]
307.4
[12.10]
768.0
[30.24]
908.5
[35.77]
917.0
[36.10]
39.6
[1.56]
53.6
[2.11]
155.7
[6.13]
156.0
[6.14]
77.6
[3.06]
64.1
[2.52]
92.0
[3.62]
565
OUTSIDE OF
METAL NORMAL
TOP OF FRAME
54.6
[2.15]
48.3
[1.90]
148.0
[5.83]
℄ FRONT AXLE
1000
℄ REAR AXLE
4429

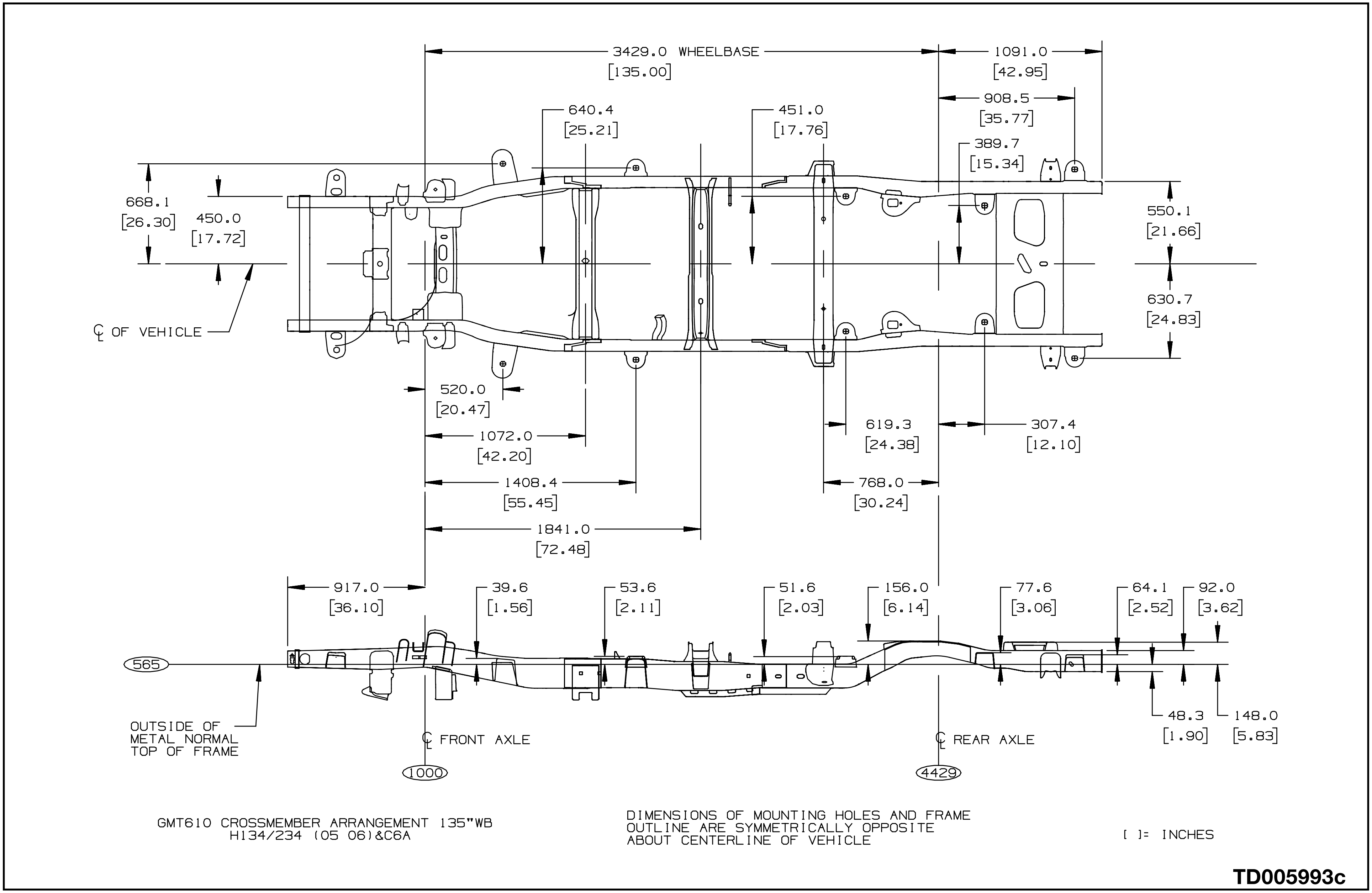
GMT610 CROSSMEMBER ARRANGEMENT 135" WB
G134/234(05 06)&C6A

DIMENSIONS OF MOUNTING HOLES AND FRAME
OUTLINE ARE SYMMETRICALLY OPPOSITE
ABOUT CENTERLINE OF VEHICLE

[ ]= INCHES

TD005993a

Frame and Crossmember Arrangement, 135" WB – H 134/234 (05/06)


3429.0 WHEELBASE
[135.00]
1091.0
[42.95]
908.5
[35.77]
389.7
[15.34]
640.4
[25.21]
451.0
[17.76]
668.1
[26.30]
450.0
[17.72]
550.1
[21.66]
630.7
[24.83]
℄ OF VEHICLE
520.0
[20.47]
1072.0
[42.20]
1408.4
[55.45]
1841.0
[72.48]
619.3
[24.38]
307.4
[12.10]
768.0
[30.24]
917.0
[36.10]
39.6
[1.56]
53.6
[2.11]
51.6
[2.03]
156.0
[6.14]
77.6
[3.06]
64.1
[2.52]
92.0
[3.62]
565
OUTSIDE OF METAL NORMAL TOP OF FRAME
℄ FRONT AXLE
1000
℄ REAR AXLE
4429
48.3
[1.90]
148.0
[5.83]

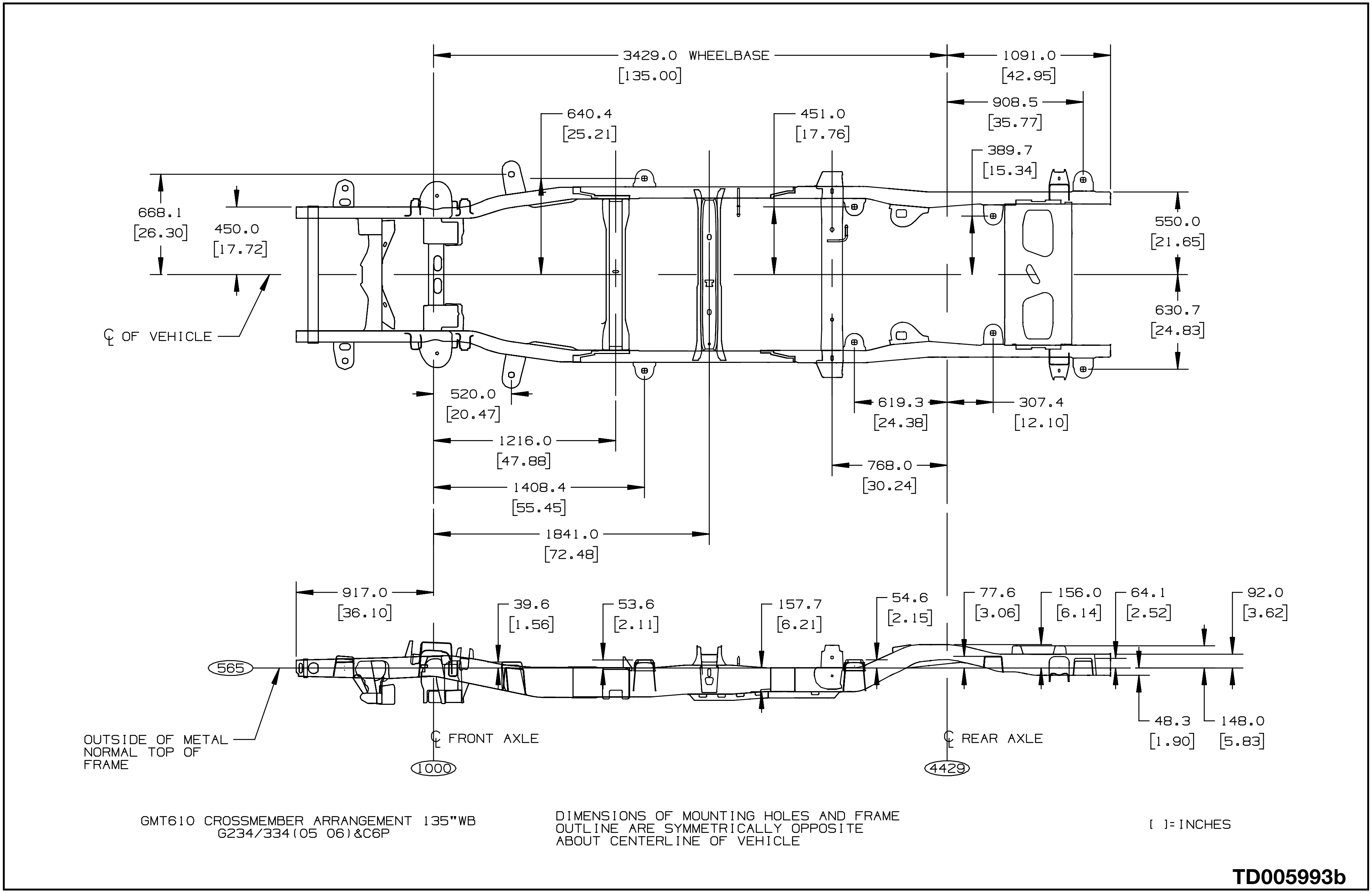
GMT610 CROSSMEMBER ARRANGEMENT 135"WB
H134/234 (05 06)&C6A

DIMENSIONS OF MOUNTING HOLES AND FRAME
OUTLINE ARE SYMMETRICALLY OPPOSITE
ABOUT CENTERLINE OF VEHICLE

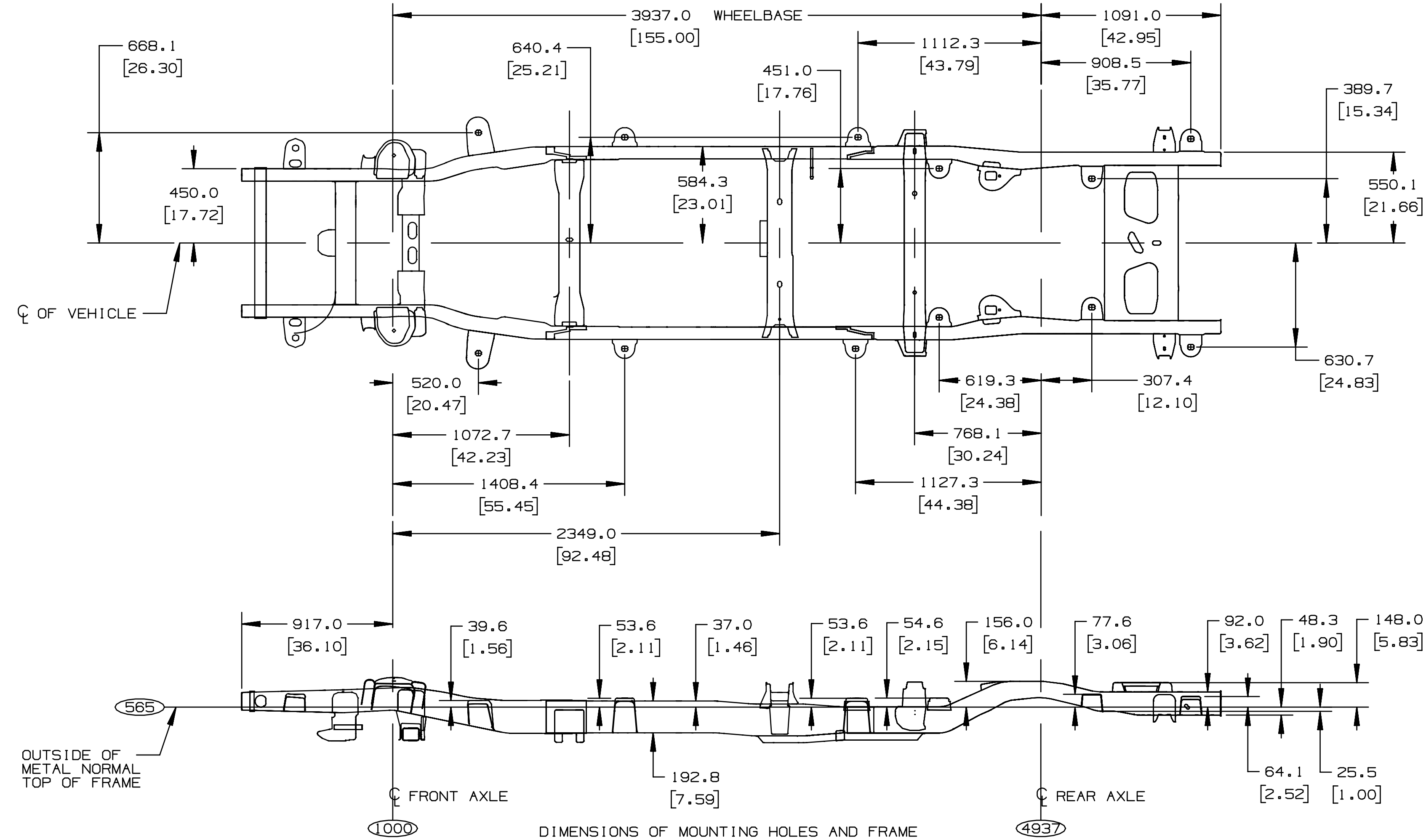
[ ]= INCHES

TD005993c

Frame and Crossmember Arrangement, 135” WB – G 234/334 (05/06)


3429.0 WHEELBASE
[135.00]
1091.0
[42.95]
908.5
[35.77]
640.4
[25.21]
451.0
[17.76]
389.7
[15.34]
668.1
[26.30]
450.0
[17.72]
550.0
[21.65]
630.7
[24.83]
℄ OF VEHICLE
520.0
[20.47]
619.3
[24.38]
307.4
[12.10]
1216.0
[47.88]
768.0
[30.24]
1408.4
[55.45]
1841.0
[72.48]
917.0
[36.10]
39.6
[1.56]
53.6
[2.11]
157.7
[6.21]
54.6
[2.15]
77.6
[3.06]
156.0
[6.14]
64.1
[2.52]
92.0
[3.62]
565
48.3
[1.90]
148.0
[5.83]
OUTSIDE OF METAL
NORMAL TOP OF
FRAME
℄ FRONT AXLE
1000
℄ REAR AXLE
4429
GMT610 CROSSMEMBER ARRANGEMENT 135"WB
G234/334(05 06)&C6P
DIMENSIONS OF MOUNTING HOLES AND FRAME
OUTLINE ARE SYMMETRICALLY OPPOSITE
ABOUT CENTERLINE OF VEHICLE
[ ]= INCHES
TD005993b

Frame and Crossmember Arrangement, 155” WB – G 237/337 (05/06)


3937.0 WHEELBASE
[155.00]
1091.0
[42.95]
668.1
[26.30]
640.4
[25.21]
1112.3
[43.79]
908.5
[35.77]
451.0
[17.76]
389.7
[15.34]
584.3
[23.01]
450.0
[17.72]
550.1
[21.66]
℄ OF VEHICLE
630.7
[24.83]
520.0
[20.47]
619.3
[24.38]
307.4
[12.10]
1072.7
[42.23]
768.1
[30.24]
1408.4
[55.45]
1127.3
[44.38]
2349.0
[92.48]
917.0
[36.10]
39.6
[1.56]
53.6
[2.11]
37.0
[1.46]
53.6
[2.11]
54.6
[2.15]
156.0
[6.14]
77.6
[3.06]
92.0
[3.62]
48.3
[1.90]
148.0
[5.83]
565
OUTSIDE OF
METAL NORMAL
TOP OF FRAME
192.8
[7.59]
64.1
[2.52]
25.5
[1.00]
℄ FRONT AXLE
℄ REAR AXLE
1000
4937

DIMENSIONS OF MOUNTING HOLES AND FRAME
OUTLINE ARE SYMMETRICALLY OPPOSITE
ABOUT CENTERLINE OFVEHICLE.

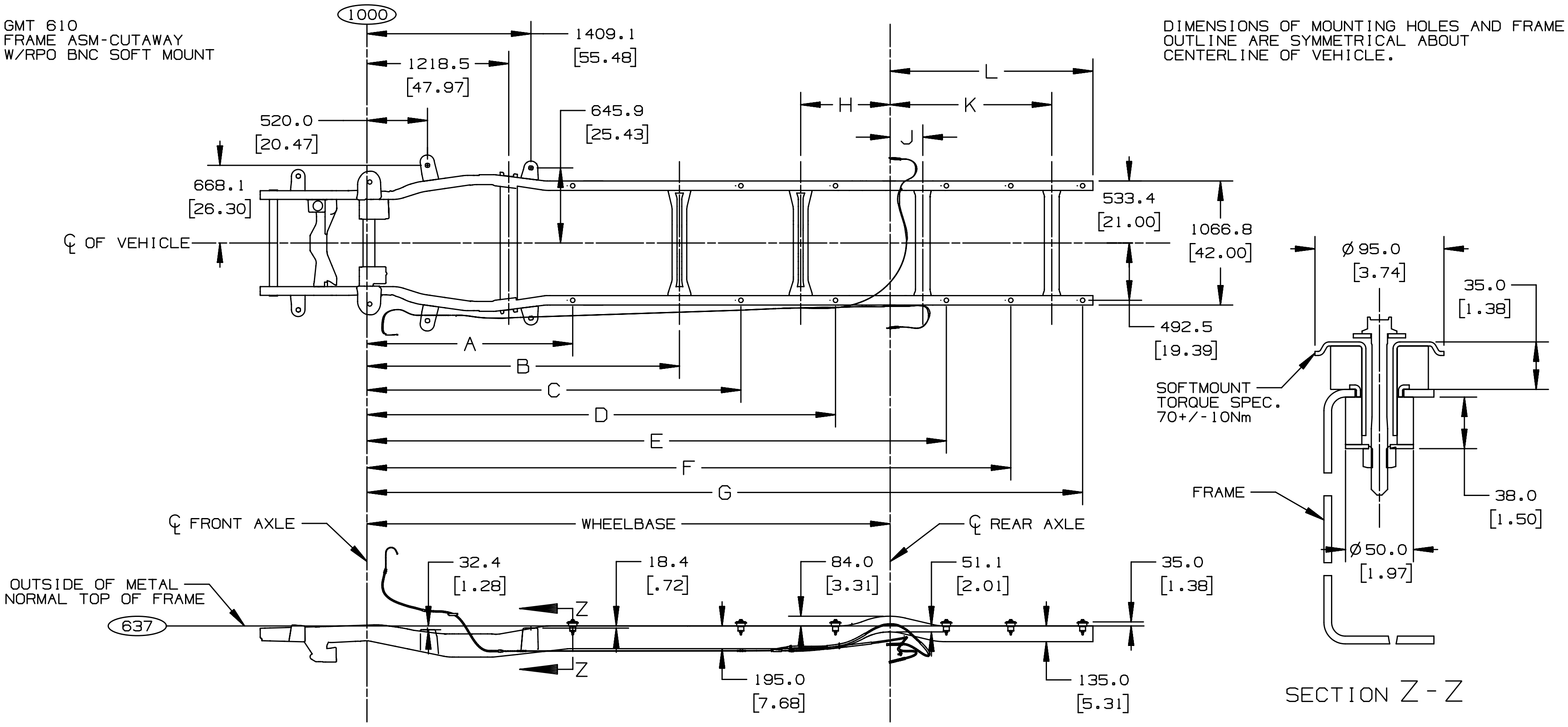
GMT610 CROSSMEMBER ARRANGEMENT
155" WHEELBASE

02JUNE04 JA

[ ]= INCHES

TD005994a

Frame and Crossmember Arrangement, 139"/159"/177" WB – G Cutaway (03)



GMT 610
FRAME ASM-CUTAWAY
W/RPO BNC SOFT MOUNT

DIMENSIONS OF MOUNTING HOLES AND FRAME OUTLINE ARE SYMMETRICAL ABOUT CENTERLINE OF VEHICLE.

1000
1409.1
[55.48]
1218.5
[47.97]
520.0
[20.47]
645.9
[25.43]
668.1
[26.30]
℄ OF VEHICLE
L
H
K
J
533.4
[21.00]
1066.8
[42.00]
492.5
[19.39]
A
B
C
D
E
F
G
℄ FRONT AXLE
WHEELBASE
℄ REAR AXLE
OUTSIDE OF METAL
NORMAL TOP OF FRAME
637
32.4
[1.28]
18.4
[.72]
84.0
[3.31]
51.1
[2.01]
35.0
[1.38]
Z
Z
195.0
[7.68]
135.0
[5.31]
Ø 95.0
[3.74]
35.0
[1.38]
SOFTMOUNT
TORQUE SPEC.
70+/-10Nm
FRAME
38.0
[1.50]
Ø 50.0
[1.97]
SECTION Z-Z

MODEL/WHEELBASE	DIM A	DIM B	DIM C	DIM D	DIM E	DIM F	DIM G	DIM H	DIM J	DIM K	DIM L
G33503/139"	1630.8 [64.20]	1974.5 [77.74]	2245.3 [88.40]	3058.1 [120.40]	4010.5 [157.89]	4564.3 [179.70]	5181.5 [204.00]	778.3 [30.64]	250.8 [9.87]	1379.1 [54.30]	1732.7 [68.22]
G33803/159"	1768.0 [69.61]	2482.5 [97.74]	2753.3 [108.40]	3566.1 [140.40]	4518.6 [177.96]	5072.3 [199.70]	5689.5 [224.00]	783.5 [30.85]	245.6 [9.67]	1373.9 [54.09]	1727.5 [68.01]
G33903/177"	1768.0 [69.61]	2685.0 [105.71]	3213.3 [126.51]	4026.1 [158.51]	4978.6 [196.01]	5532.3 [217.81]	6149.5 [242.11]	775.4 [30.53]	253.7 [9.99]	1382.0 [54.41]	1735.6 [68.33]

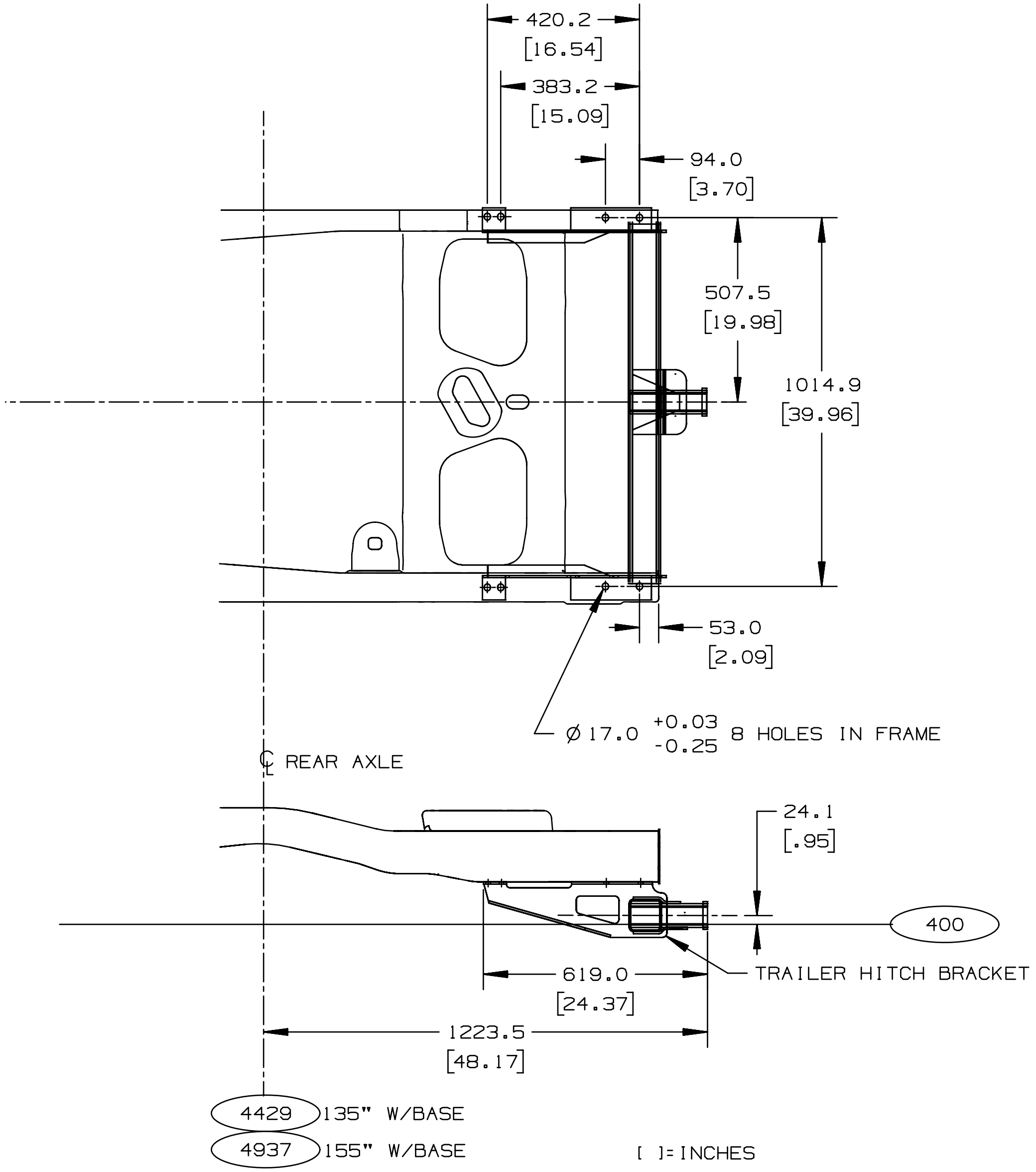
GMT610 FRAME & CROSSMEMBER ARR.(G)CUTAWAY
G335,338,339/03 2009

29SEPT2008 JF

[ ]=INCHES

TD005145.3

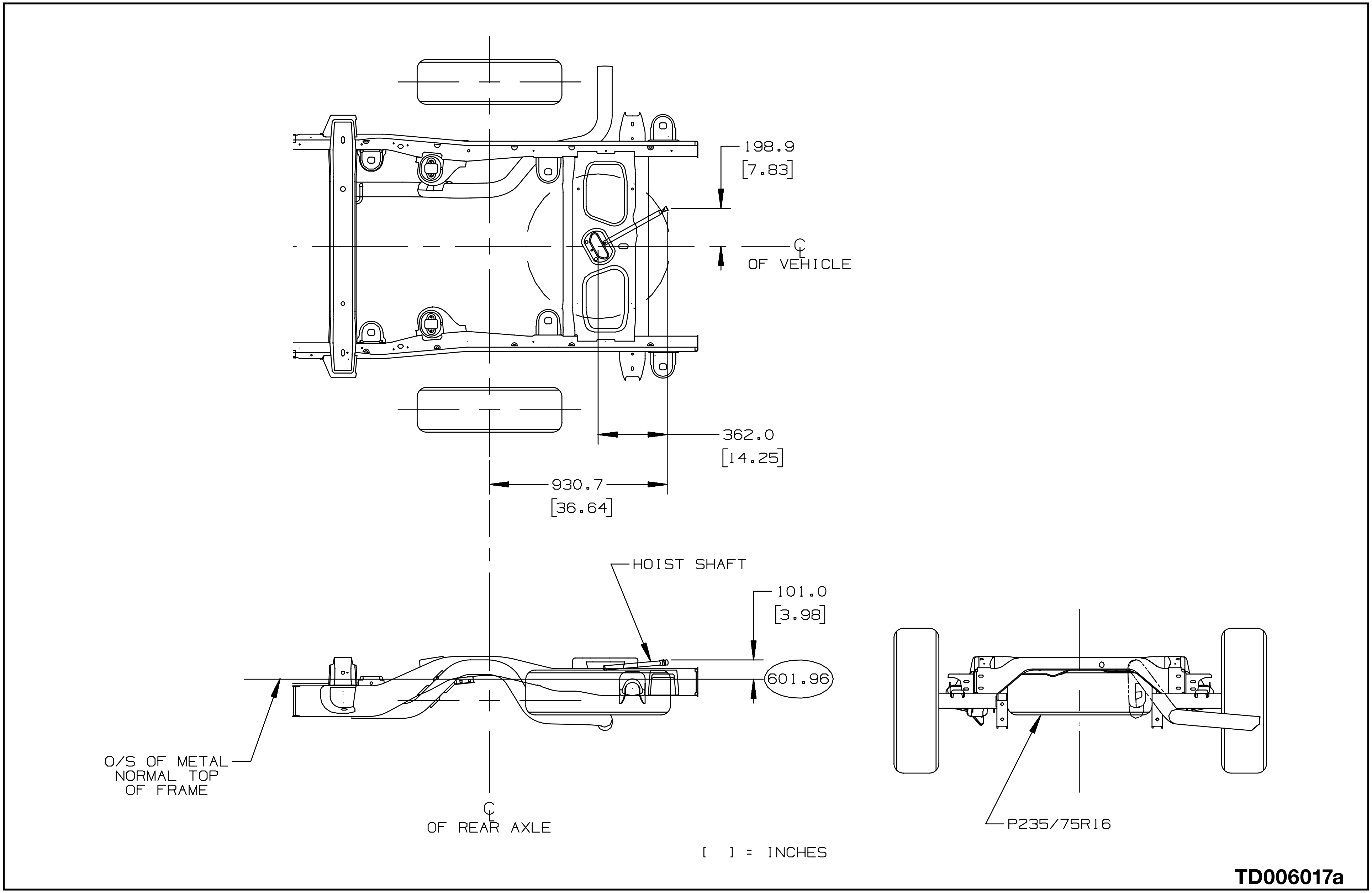
Platform Trailer Hitch


420.2
[16.54]
383.2
[15.09]
94.0
[3.70]
507.5
[19.98]
1014.9
[39.96]
53.0
[2.09]
Ø 17.0 +0.03 -0.25 8 HOLES IN FRAME
℄ REAR AXLE
24.1
[.95]
400
TRAILER HITCH BRACKET
619.0
[24.37]
1223.5
[48.17]
4429 135" W/BASE
4937 155" W/BASE

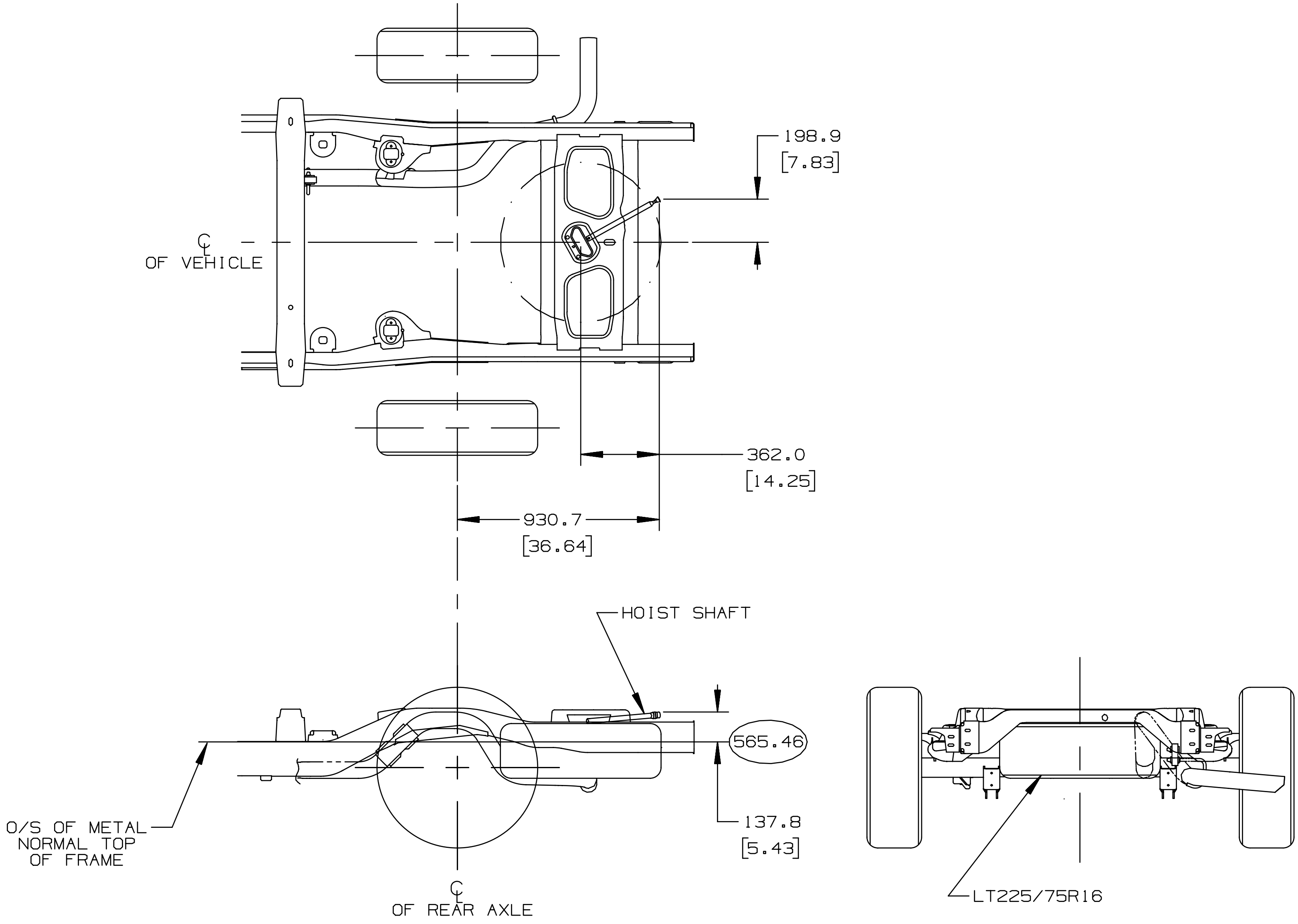
[ ]= INCHES

TD006052a

Spare Tire Carrier, 135” WB – G/H 134/234 (05/06) G 334 (05/06)

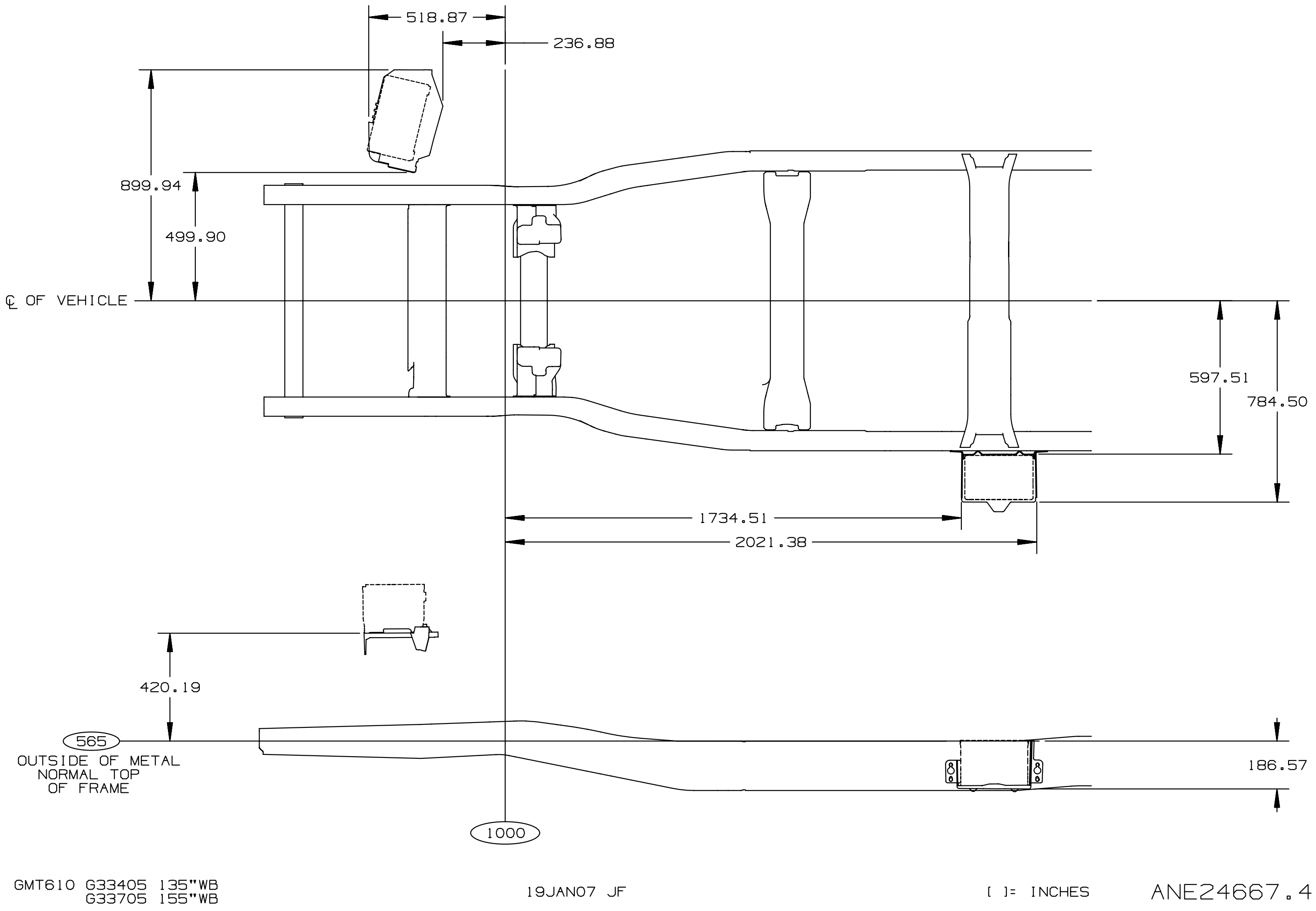

198.9
[7.83]
℄ OF VEHICLE
362.0
[14.25]
930.7
[36.64]
HOIST SHAFT
101.0
[3.98]
601.96
O/S OF METAL NORMAL TOP OF FRAME
℄ OF REAR AXLE
P235/75R16
[ ] = INCHES
TD006017a

Spare Tire Carrier, 155” WB – G 237/337 (05/06)


198.9
[7.83]
℄ OF VEHICLE
362.0
[14.25]
930.7
[36.64]
HOIST SHAFT
565.46
O/S OF METAL NORMAL TOP OF FRAME
137.8
[5.43]
℄ OF REAR AXLE
LT225/75R16
[ ] = INCHES

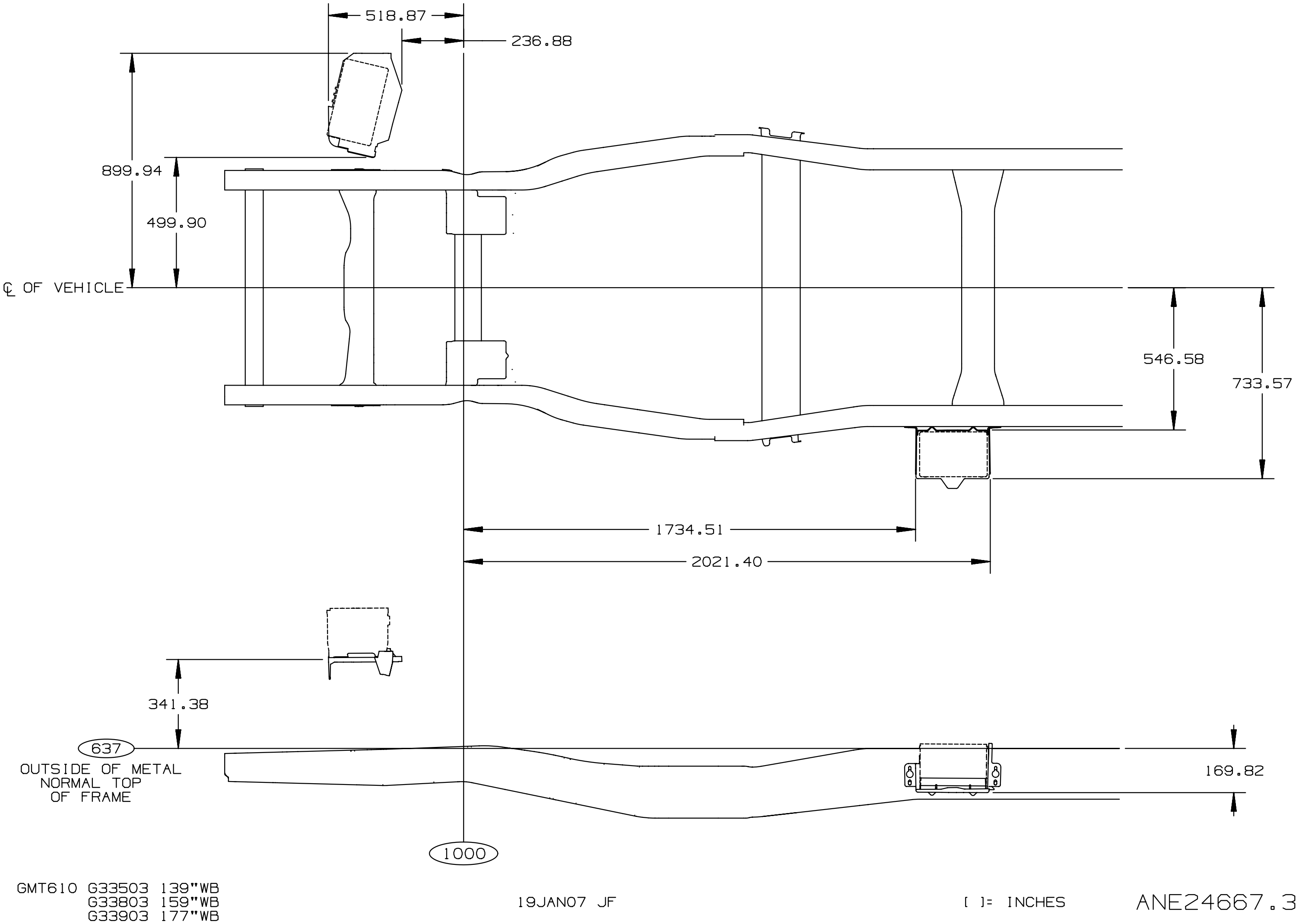
TD006017b

Battery Box Locations, Dual req. w/Diesel Engine – Full Body Cargo Vans – G33505 & G33705


518.87
236.88
899.94
499.90
℄ OF VEHICLE
597.51
784.50
1734.51
2021.38
420.19
565
OUTSIDE OF METAL
NORMAL TOP
OF FRAME
186.57
1000
GMT610 G33405 135"WB
G33705 155"WB
19JAN07 JF
[ ]= INCHES
ANE24667.4

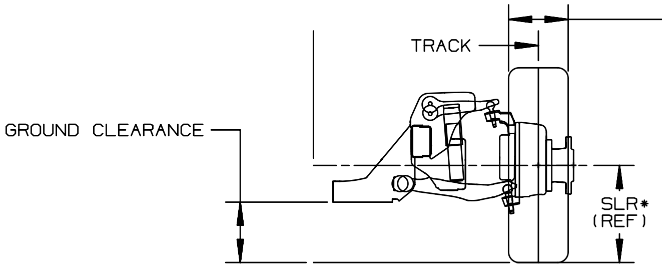
ANE24667.4

Battery Box Locations, Dual req. w/Diesel Engine – Cutaway Vans – G335/338/339 (03)


518.87
236.88
899.94
499.90
℄ OF VEHICLE
546.58
733.57
1734.51
2021.40
341.38
637
OUTSIDE OF METAL
NORMAL TOP
OF FRAME
169.82
1000
GMT610 G33503 139"WB
G33803 159"WB
G33903 177"WB
19JAN07 JF
[ ]= INCHES
ANE24667.3

ANE24667.3

Frt. Axle Tire Data Charts



*MINIMUM GROUND CLEARANCE TO BE CALCULATED BY USING GROSS AXLE HEIGHT AND RECOMMENDED TIRE PRESSURE.

Series	Tire	SLR	GVW Range	Track	Wheel Offset	Ground Clearnace	Max Tire Width
G134 (05, 06)	P245/70R17	356.0 (14.02)	7300	1721.0 (67.8)	31.0 (1.22)	196.0 (7.72)	248.0 (9.76)
H134 (05,06)	P245/70R17	356.0 (14.02)	7300	1721.0 (67.8)	31.0 (1.22)	196.0 (7.72)	248.0 (9.76)
G134 (05, 06)	P245/70R17 - SL	356.0 (14.02)	7300	1721.0 (67.8)	31.0 (1.22)	196.0 (7.72)	258.0 (10.15)
H134 (05,06)	P245/70R17 - SL	356.0 (14.02)	7300	1721.0 (67.8)	31.0 (1.22)	196.0 (7.72)	258.0 (10.15)
G234 (05,06)	LT245/75R16E	357.0 (14.06)	8600	1721.0 (67.8)	28.0 (1.10)	200.0 (7.87)	256.0 (10.08)
G234 (05)	LT225/75R16E	357.0 (14.06)	8600	1721.0 (67.8)	28.0 (1.10)	200.0 (7.87)	239.0 (9.41)
G237 (05)	LT245/75R16E	340.3 (13.40)	8600	1721.0 (67.8)	28.0 (1.10)	200.0 (7.87)	256.0 (10.08)
G335 (03)	LT245/75R16E	357.0 (14.06)	9600	1721.0 (67.8)	28.0 (1.10)	227.7 (8.96)	256.0 (10.08)
G335 (03)	LT245/75R16E	340.3 (13.40)	9900	1721.0 (67.8)	28.0 (1.10)	200.0 (7.87)	239.0 (9.41)
G334 (05, 06)	LT245/75R16E	357.0 (14.06)	9600	1721.0 (67.8)	28.0 (1.10)	227.7 (8.96)	256.0 (10.08)
G337 (05, 06)	LT245/75R16E	357.0 (14.06)	9600	1721.0 (67.8)	28.0 (1.10)	222.7 (8.77)	256.0 (10.08)
G335 (03)	LT225/75R16E	336.3 (13.24)	10000	1721.0 (67.8)	28.0 (1.10)	196.0 (7.72)	239.0 (9.41)
G335 (03)	LT225/75R16E	325.5 (12.81)	12300	1721.0 (67.8)	120.0 (4.72)	185.2 (7.29)	239.0 (9.41)
G338 (03)	LT225/75R16E	334.7 (13.18)	10000	1721.0 (67.8)	120.0 (4.72)	194.4 (7.65)	239.0 (9.41)
G338 (03)	LT225/75R16E	318.7 (12.55)	12300	1721.0 (67.8)	120.0 (4.72)	178.4 (7.02)	239.0 (9.41)
G338 (03)	LT225/75R16E	318.7 (12.55)	13980	1721.0 (67.8)	120.0 (4.72)	178.4 (7.02)	239.0 (9.41)
G338 (03)	LT225/75R16E	318.7 (12.55)	14200	1721.0 (67.8)	120.0 (4.72)	178.4 (7.02)	239.0 (9.41)
G339 (03)	LT225/75R16E	334.7 (13.18)	12300	1721.0 (67.8)	120.0 (4.72)	194.4 (7.65)	239.0 (9.41)

GMT610 FRONT AXLE/TIRE DATA CHART 2009

27MY2008 JF

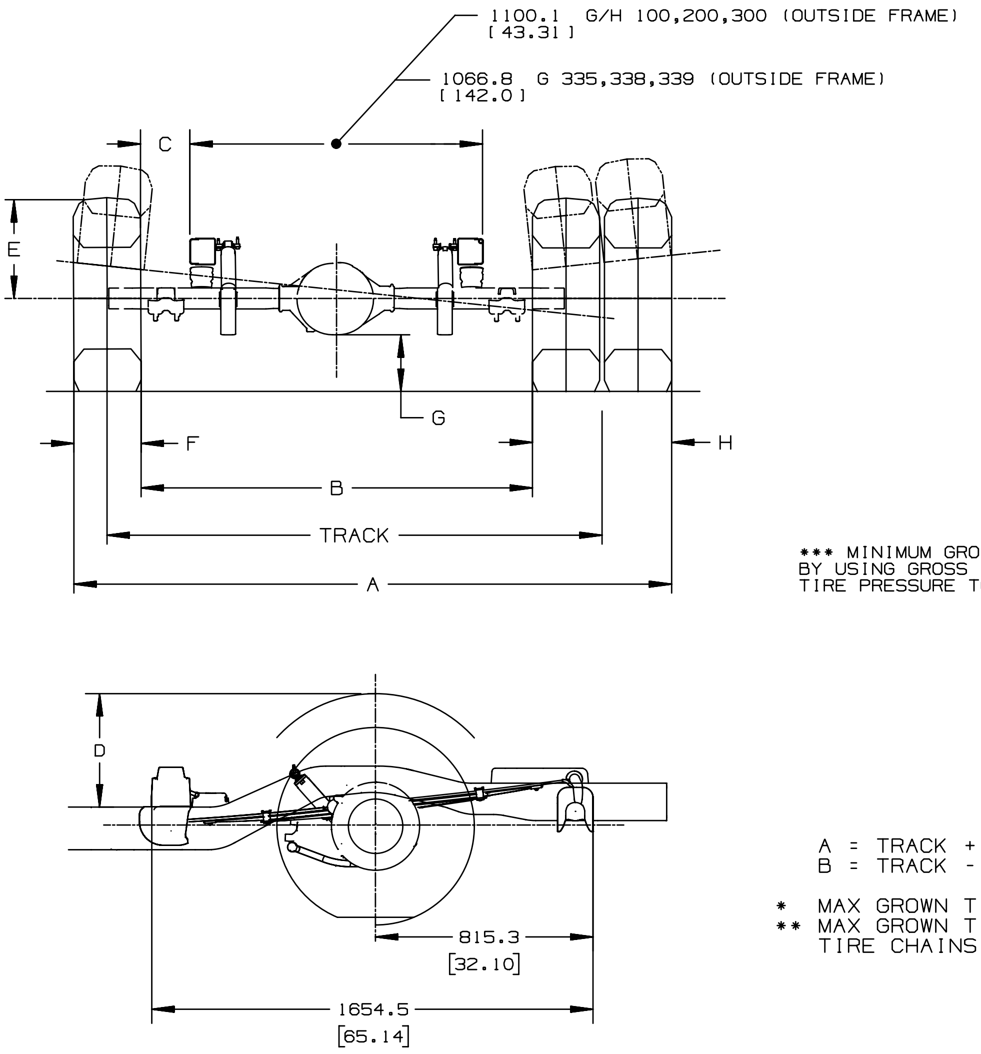
[ ] = INCHES

ANF64684.3

Frt. Axle Tire Data Charts, cont.

Series	Tire	SLR	GVW Range	Track	Wheel Offset	Ground Clearnace	Max Tire Width
G335 (03)	LT215/85R16E	359.0 (14.13)	10000	1721.0 (67.8)	128.0 (5.04)	266.0 (10.5)	232.0 (9.13)
G335 (03)	LT215/85R16E	359.0 (14.13)	12300	1721.0 (67.8)	128.0 (5.04)	261.0 (10.3)	232.0 (9.13)
G338 (03)	LT215/85R16E	359.0 (14.13)	10000	1721.0 (67.8)	128.0 (5.04)	264.0 (10.4)	232.0 (9.13)
G338 (03)	LT215/85R16E	359.0 (14.13)	12300	1721.0 (67.8)	128.0 (5.04)	262.0 (10.3)	232.0 (9.13)
G339 (03)	LT215/85R16E	359.0 (14.13)	9900	1721.0 (67.8)	128.0 (5.04)	261.0 (10.3)	232.0 (9.13)
G339 (03)	LT215/85R16E	359.0 (14.13)	10000	1721.0 (67.8)	128.0 (5.04)	260.0 (10.2)	232.0 (9.13)
G339 (03)	LT215/85R16E	359.0 (14.13)	12300	1721.0 (67.8)	128.0 (5.04)	261.0 (10.3)	232.0 (9.13)

Rear Axle Tire Data Illustration


1100.1 G/H 100,200,300 (OUTSIDE FRAME)
[43.31]
1066.8 G 335,338,339 (OUTSIDE FRAME)
[142.0]
C
E
G
F
H
B
TRACK
A
D
815.3
[32.10]
1654.5
[65.14]

*** MINIMUM GROUND CLEARANCE TO BE CALCULATED BY USING GROSS AXLE WEIGHT AND INFLATING TIRE PRESSURE TO 35 PSI

A = TRACK + F
B = TRACK - F

* MAX GROWN TIRE RADIUS ON NARROWEST RIM
** MAX GROWN TIRE WIDTH ON WIDEST RIM
TIRE CHAINS NOT INCLUDED

GMT610 2007 RR AXLE/TIRE DATA CHART 08AU07 ML [ ]= INCHES

TD005980.3, rev. 08AU07 ML

Rear Axle Tire Data Charts

Series	Tire	SLR	GVW	Track	Wheel Offset	Rear Wheel	DIM A	DIM B	DIM C	DIM D	DIM E	DIM F	DIM G	DIM H
G134 (05,06)	P245/70R17	347.6 (13.69)	7300	1721.0 (67.8)	31.0 (1.22)	Single	1979.0 (77.91)	1463.0 (57.60)	185.0 (7.28)	427.6 (16.80)	387.0 (15.24)	248.0 (9.76)	203.0 (7.99)	0
H134 (05,06)	P245/70R17	347.6 (13.69)	7300	1721.0 (67.8)	31.0 (1.22)	Single	1979.0 (77.91)	1463.0 (57.60)	185.0 (7.28)	427.6 (16.80)	387.0 (15.24)	248.0 (9.76)	203.0 (7.99)	0
G134 (05,06)	P245/70R17-SL	347.6 (13.69)	7300	1721.0 (67.8)	31.0 (1.22)	Single	1969.0 (77.52)	1473.0 (58.00)	180.0 (7.09)	427.6 (16.80)	386.0 (15.20)	258.0 (10.14)	203.0 (7.99)	0
H134 (05,06)	P245/70R17-SL	347.6 (13.69)	7300	1721.0 (67.8)	31.0 (1.22)	Single	1969.0 (77.52)	1473.0 (58.00)	180.0 (7.09)	427.6 (16.80)	386.0 (15.20)	258.0 (10.14)	203.0 (7.99)	0
G234 (05,06)	LT245/75R16E	357.0 (14.06)	8600	1721.0 (67.8)	28.0 (1.10)	Single	1977.0 (77.83)	1465.0 (57.68)	216.1 (8.50)	427.6 (16.80)	393.8 (15.50)	256.0 (10.08)	204.2 (8.04)	0
G234 (05)	LT225/75R16E	340.3 (13.40)	8600	1721.0 (67.8)	28.0 (1.10)	Single	1960.0 (77.17)	1482.0 (58.35)	229.1 (9.01)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	204.2 (8.04)	0
G237 (05)	LT245/75R16E	340.3 (13.40)	8600	1721.0 (67.8)	28.0 (1.10)	Single	1977.0 (77.83)	1465.0 (57.68)	229.1 (9.01)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	204.2 (8.04)	0
G335 (03)	LT245/75R16E	357.0 (14.06)	9600	1721.0 (67.8)	28.0 (1.10)	Single	1977.0 (77.83)	1465.0 (57.68)	216.1 (8.50)	427.6 (16.80)	393.8 (15.50)	256.0 (10.08)	204.2 (8.04)	0
G335 (03)	LT245/75R16E	340.3 (13.40)	9900	1721.0 (67.8)	28.0 (1.10)	Single	1960.0 (77.17)	1482.0 (58.35)	229.1 (9.01)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	204.2 (8.04)	0
G334 (05,06)	LT245/75R16E	357.0 (14.06)	9600	1721.0 (67.8)	28.0 (1.10)	Single	1977.0 (77.83)	1465.0 (57.68)	216.1 (8.50)	427.6 (16.80)	393.8 (15.50)	256.0 (10.08)	204.2 (8.04)	0
G337 (05, 06)	LT245/75R16E	357.0 (14.06)	9600	1721.0 (67.8)	28.0 (1.10)	Single	1977.0 (77.83)	1465.0 (57.68)	216.1 (8.50)	427.6 (16.80)	393.8 (15.50)	256.0 (10.08)	226.7 (8.93)	0
G335 (03)	LT225/75R16E	325.5 (12.81)	10000	1898.0 (74.72)	120.0 (4.72)	Dual	2401.0 (94.53)	1395.0 (54.92)	164.1 (6.46)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	217.2 (8.55)	503.0 (19.80)
G335 (03)	LT225/75R16E	325.5 (12.81)	12300	1898.0 (74.72)	120.0 (4.72)	Dual	2401.0 (94.53)	1395.0 (54.92)	164.1 (6.46)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	217.2 (8.55)	503.0 (19.80)
G338 (03)	LT225/75R16E	334.7 (13.18)	10000	1898.0 (74.72)	120.0 (4.72)	Dual	2401.0 (94.53)	1395.0 (54.92)	164.1 (6.46)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	225.7 (8.89)	503.0 (19.80)
G338 (03)	LT225/75R16E	318.7 (12.55)	12300	1898.0 (74.72)	120.0 (4.72)	Dual	2401.0 (94.53)	1395.0 (54.92)	164.1 (6.46)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	216.2 (8.51)	503.0 (19.80)
G338 (03)	LT225/75R16E	318.7 (12.55)	13980	1898.0 (74.72)	120.0 (4.72)	Dual	2401.0 (94.53)	1395.0 (54.92)	164.1 (6.46)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	216.2 (8.51)	503.0 (19.80)
G338 (03)	LT225/75R16E	318.7 (12.55)	14200	1898.0 (74.72)	120.0 (4.72)	Dual	2401.0 (94.53)	1395.0 (54.92)	164.1 (6.46)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	216.2 (8.51)	503.0 (19.80)
G339 (03)	LT225/75R16E	325.5 (12.81)	12300	1898.0 (74.72)	120.0 (4.72)	Dual	2401.0 (94.53)	1395.0 (54.92)	164.1 (6.46)	427.6 (16.80)	379.2 (14.93)	239.0 (9.41)	217.2 (8.55)	503.0 (19.80)

GMT610 - RR AXLE/TIRE DATA CHART
GH(05,06),G(03) 2009

27MY2009 JF

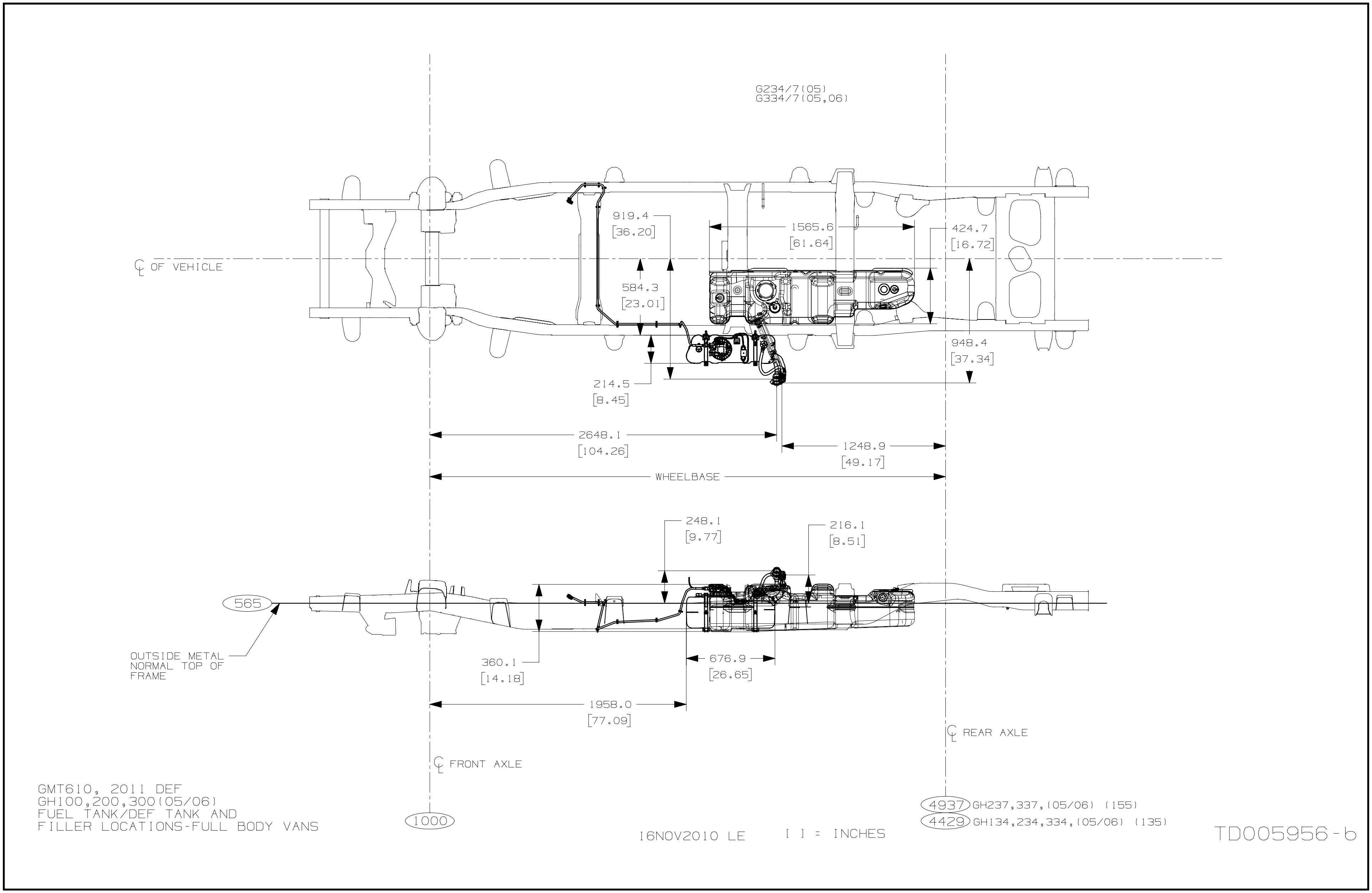
[ ]= INCHES

ANF64872.4

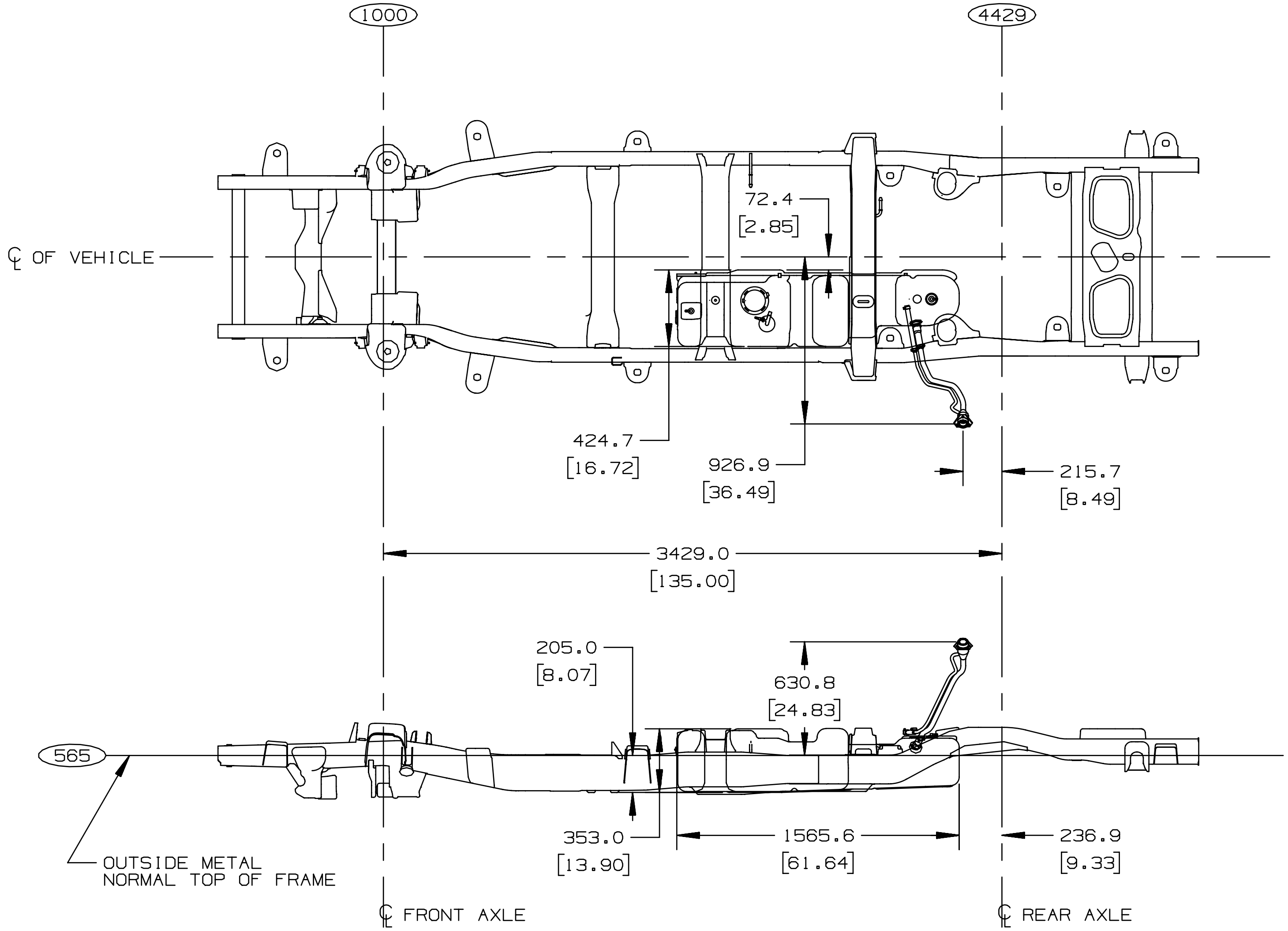
Rear Axle Tire Data Charts, cont.

Series	Tire	SLR	GVW	Track	Wheel Offset	Rear Wheel	Dim A	Dim B	Dim C	Dim D	Dim E	Dim F	Dim G	Dim H
G335 (03)	LT215/85R16E	359.0 (14.13)	10000	1898 (74.72)	128.0 (5.04)	Dual	2354.0 (92.32)	1451.0 (57.1)	191.2 (7.56)	427.6 (16.80)	386.0 (15.20)	232.0 (9.13)	264.0 (10.4)	447.0 (17.60)
G335 (03)	LT215/85R16E	359.0 (14.13)	12300	1898 (74.72)	128.0 (5.04)	Dual	2354.0 (92.32)	1451.0 (57.1)	191.2 (7.56)	427.6 (16.80)	386.0 (15.20)	232.0 (9.13)	260.0 (10.2)	447.0 (17.60)
G338 (03)	LT215/85R16E	359.0 (14.13)	10000	1898 (74.72)	128.0 (5.04)	Dual	2354.0 (92.32)	1451.0 (57.1)	191.2 (7.56)	427.6 (16.80)	386.0 (15.20)	232.0 (9.13)	247.0 (9.7)	447.0 (17.60)
G338 (03)	LT215/85R16E	359.0 (14.13)	12300	1898 (74.72)	128.0 (5.04)	Dual	2354.0 (92.32)	1451.0 (57.1)	191.2 (7.56)	427.6 (16.80)	386.0 (15.20)	232.0 (9.13)	240.0 (9.4)	447.0 (17.60)
G339 (03)	LT215/85R16E	359.0 (14.13)	9900	1898 (74.72)	128.0 (5.04)	Dual	2354.0 (92.32)	1451.0 (57.1)	191.2 (7.56)	427.6 (16.80)	386.0 (15.20)	232.0 (9.13)	241.0 (9.5)	447.0 (17.60)
G339 (03)	LT215/85R16E	359.0 (14.13)	10000	1898 (74.72)	128.0 (5.04)	Dual	2354.0 (92.32)	1451.0 (57.1)	191.2 (7.56)	427.6 (16.80)	386.0 (15.20)	232.0 (9.13)	250.0 (9.8)	447.0 (17.60)
G339 (03)	LT215/85R16E	359.0 (14.13)	12300	1898 (74.72)	128.0 (5.04)	Dual	2354.0 (92.32)	1451.0 (57.1)	191.2 (7.56)	427.6 (16.80)	386.0 (15.20)	232.0 (9.13)	256.0 (10.1)	447.0 (17.60)

Fuel Tank and Filler Location – Full Body Vans


G234/7(05)
G334/7(05,06)
℄ OF VEHICLE
919.4
[36.20]
1565.6
[61.64]
424.7
[16.72]
584.3
[23.01]
948.4
[37.34]
214.5
[8.45]
2648.1
[104.26]
1248.9
[49.17]
WHEELBASE
248.1
[9.77]
216.1
[8.51]
565
OUTSIDE METAL NORMAL TOP OF FRAME
360.1
[14.18]
676.9
[26.65]
1958.0
[77.09]
℄ REAR AXLE
℄ FRONT AXLE
GMT610, 2011 DEF
GH100,200,300(05/06)
FUEL TANK/DEF TANK AND
FILLER LOCATIONS-FULL BODY VANS
1000
16NOV2010 LE
[ ] = INCHES
4937 GH237,337,(05/06) (155)
4429 GH134,234,334,(05/06) (135)
TD005956-b

Fuel Tank and Filler Location with L.H. Swing-Out Doors (Opt. E26) – Full Body Vans

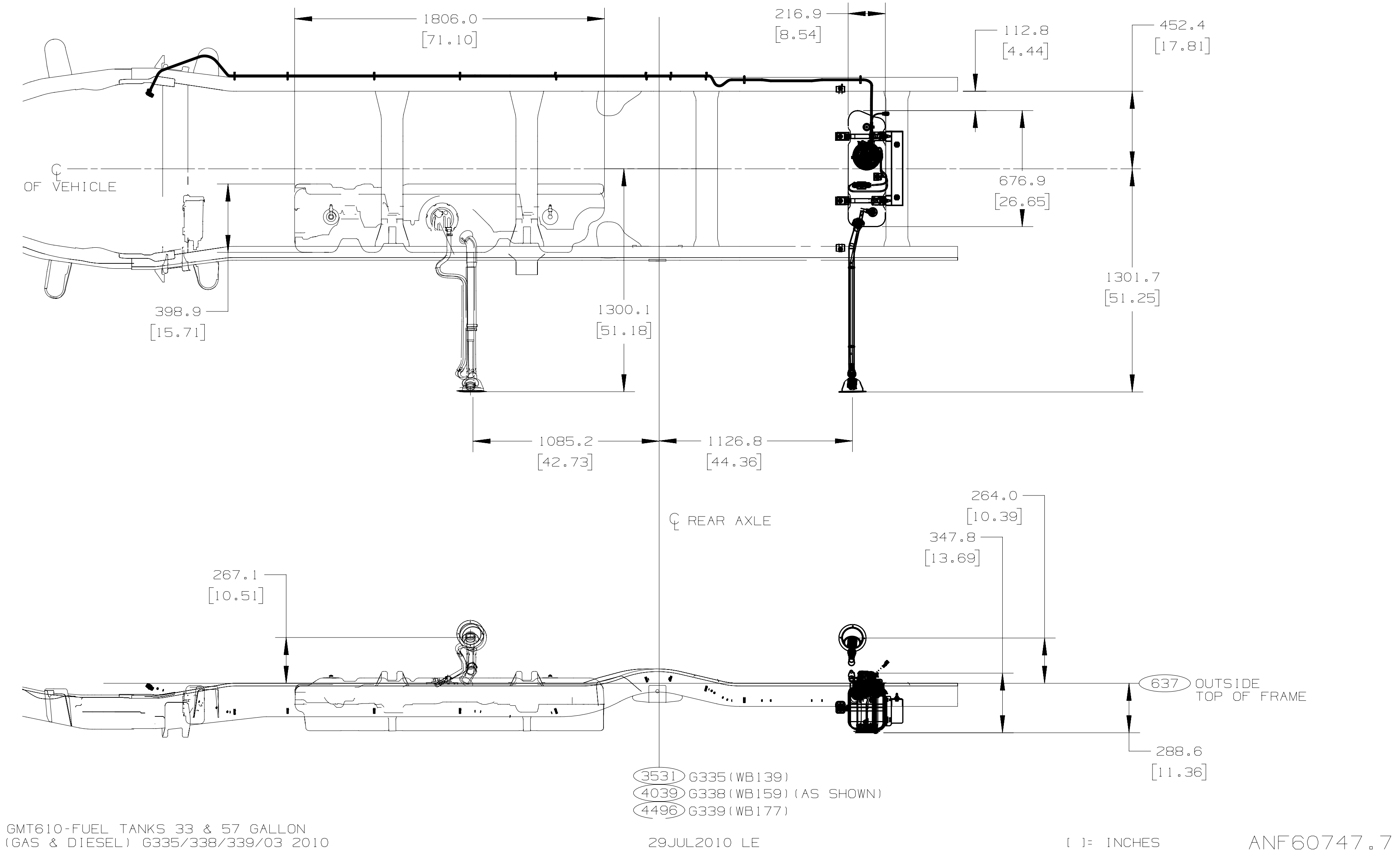

1000
4429
℄ OF VEHICLE
72.4
[2.85]
424.7
[16.72]
926.9
[36.49]
215.7
[8.49]
3429.0
[135.00]
205.0
[8.07]
630.8
[24.83]
565
353.0
[13.90]
1565.6
[61.64]
236.9
[9.33]
OUTSIDE METAL
NORMAL TOP OF FRAME
℄ FRONT AXLE
℄ REAR AXLE

[ ] = INCHES

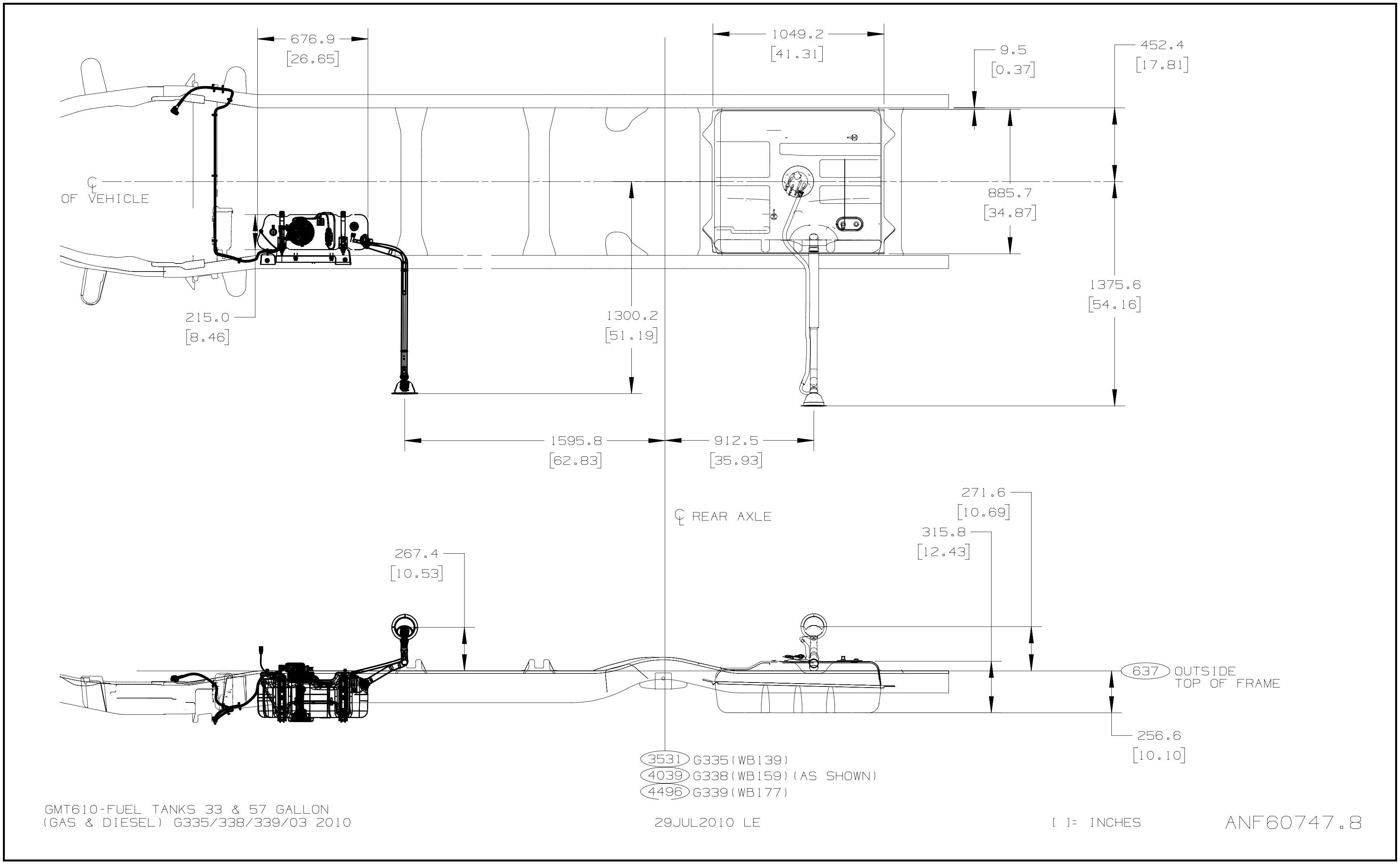
GMT 610, 2003
GH134,234,334(05/06)
FUEL TANK LOCATION OPTION E26

TD005956c

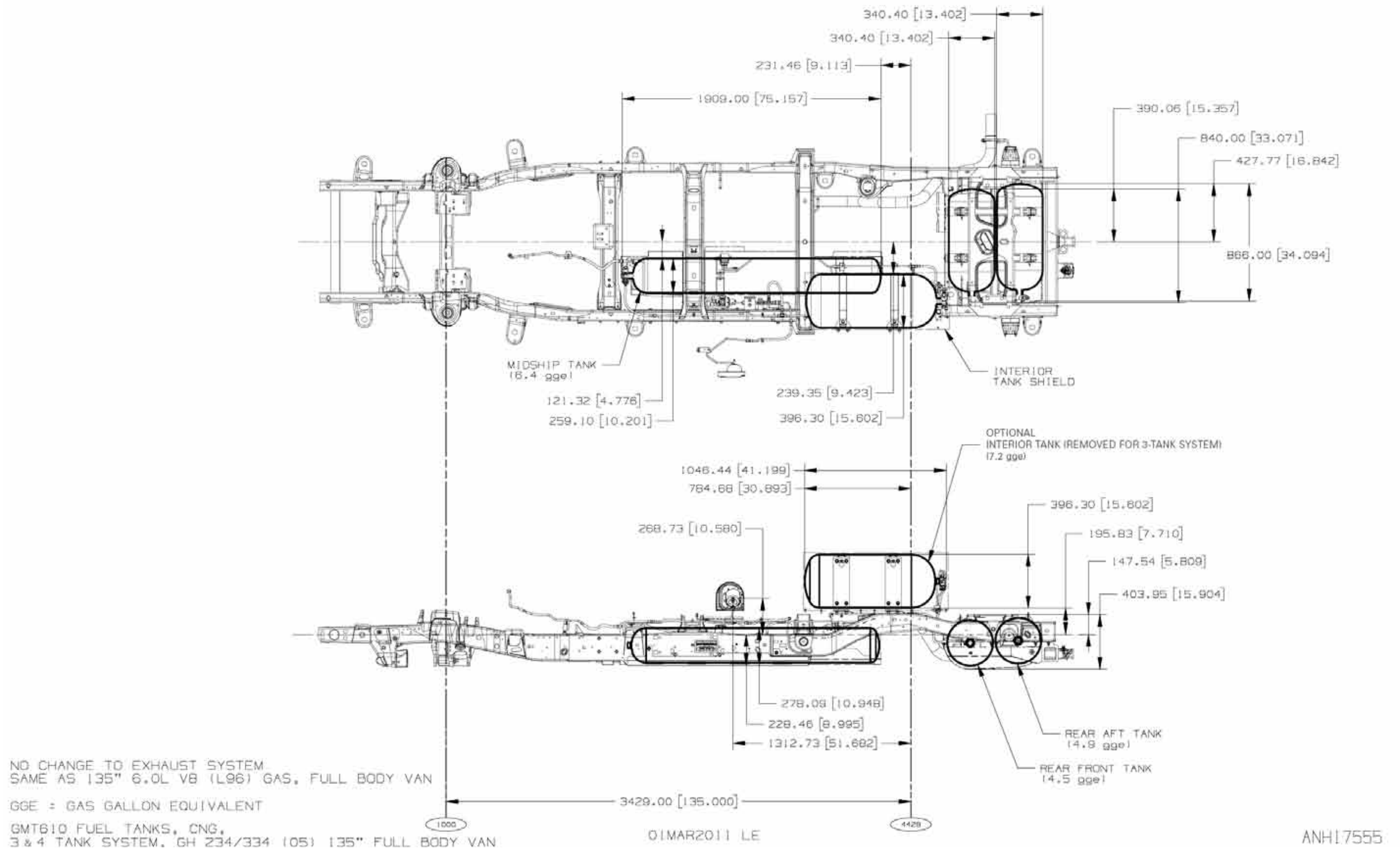
Fuel Tanks – G Cutaways, 33 Gallon Mid-Ship Tank


1806.0
[71.10]
216.9
[8.54]
112.8
[4.44]
452.4
[17.81]
℄ OF VEHICLE
676.9
[26.65]
1301.7
[51.25]
398.9
[15.71]
1300.1
[51.18]
1085.2
[42.73]
1126.8
[44.36]
264.0
[10.39]
347.8
[13.69]
℄ REAR AXLE
267.1
[10.51]
637 OUTSIDE TOP OF FRAME
288.6
[11.36]
3531 G335(WB139)
4039 G338(WB159)(AS SHOWN)
4496 G339(WB177)
GMT610-FUEL TANKS 33 & 57 GALLON
(GAS & DIESEL) G335/338/339/03 2010
29JUL2010 LE
[ ]= INCHES
ANF60747.7

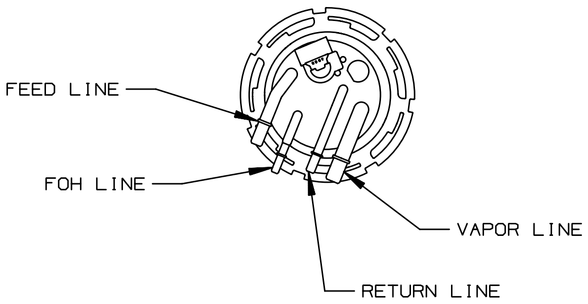
Fuel Tank – G Cutaways, 57 Gallon (Opt. NE7) Mounted Behind Rear Axle


676.9
[26.65]
1049.2
[41.31]
9.5
[0.37]
452.4
[17.81]
℄ OF VEHICLE
885.7
[34.87]
1375.6
[54.16]
215.0
[8.46]
1300.2
[51.19]
1595.8
[62.83]
912.5
[35.93]
271.6
[10.69]
℄ REAR AXLE
315.8
[12.43]
267.4
[10.53]
637 OUTSIDE TOP OF FRAME
256.6
[10.10]
3531 G335(WB139)
4039 G338(WB159)(AS SHOWN)
4496 G339(WB177)
GMT610-FUEL TANKS 33 & 57 GALLON
(GAS & DIESEL) G335/338/339/03 2010
29JUL2010 LE
[ ]= INCHES
ANF60747.8

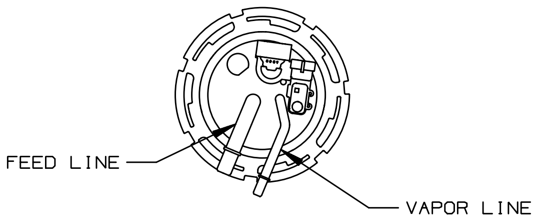
Fuel Tanks – CNG, 3 & 4 Tank System, 135" Full Body Van


340.40 [13.402]
340.40 [13.402]
231.46 [9.113]
1909.00 [75.157]
390.06 [15.357]
840.00 [33.071]
427.77 [16.842]
866.00 [34.094]
MIDSHIP TANK
(6.4 gge)
121.32 [4.776]
259.10 [10.201]
239.35 [9.423]
396.30 [15.602]
INTERIOR
TANK SHIELD
OPTIONAL
INTERIOR TANK (REMOVED FOR 3-TANK SYSTEM)
(7.2 gge)
1046.44 [41.199]
784.68 [30.893]
396.30 [15.602]
195.83 [7.710]
147.54 [5.809]
403.95 [15.904]
268.73 [10.580]
278.09 [10.948]
228.46 [8.995]
1312.73 [51.682]
REAR AFT TANK
(4.9 gge)
REAR FRONT TANK
(4.5 gge)
NO CHANGE TO EXHAUST SYSTEM
SAME AS 135" 6.0L V8 (L96) GAS, FULL BODY VAN
GGE = GAS GALLON EQUIVALENT
GMT610 FUEL TANKS, CNG,
3 & 4 TANK SYSTEM, GH 234/334 (05) 135" FULL BODY VAN
3429.00 [135.000]
1000
4429
01MAR2011 LE
ANH17555

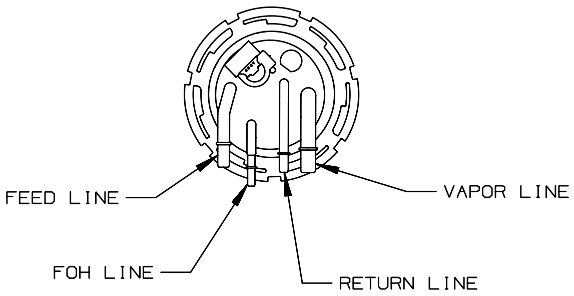
Fuel Tank – Gas & Diesel Fuel Sender Unit Asm.


FEED LINE
FOH LINE
VAPOR LINE
RETURN LINE

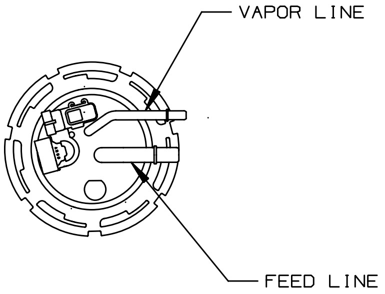
FUEL SENDER ASM
57 GALLON DIESEL


FEED LINE
VAPOR LINE

FUEL SENDER ASM
57 GALLON GAS


FEED LINE
VAPOR LINE
FOH LINE
RETURN LINE

FUEL SENDER ASM
33 GALLON DIESEL


VAPOR LINE
FEED LINE

FUEL SENDER ASM
33 GALLON GAS

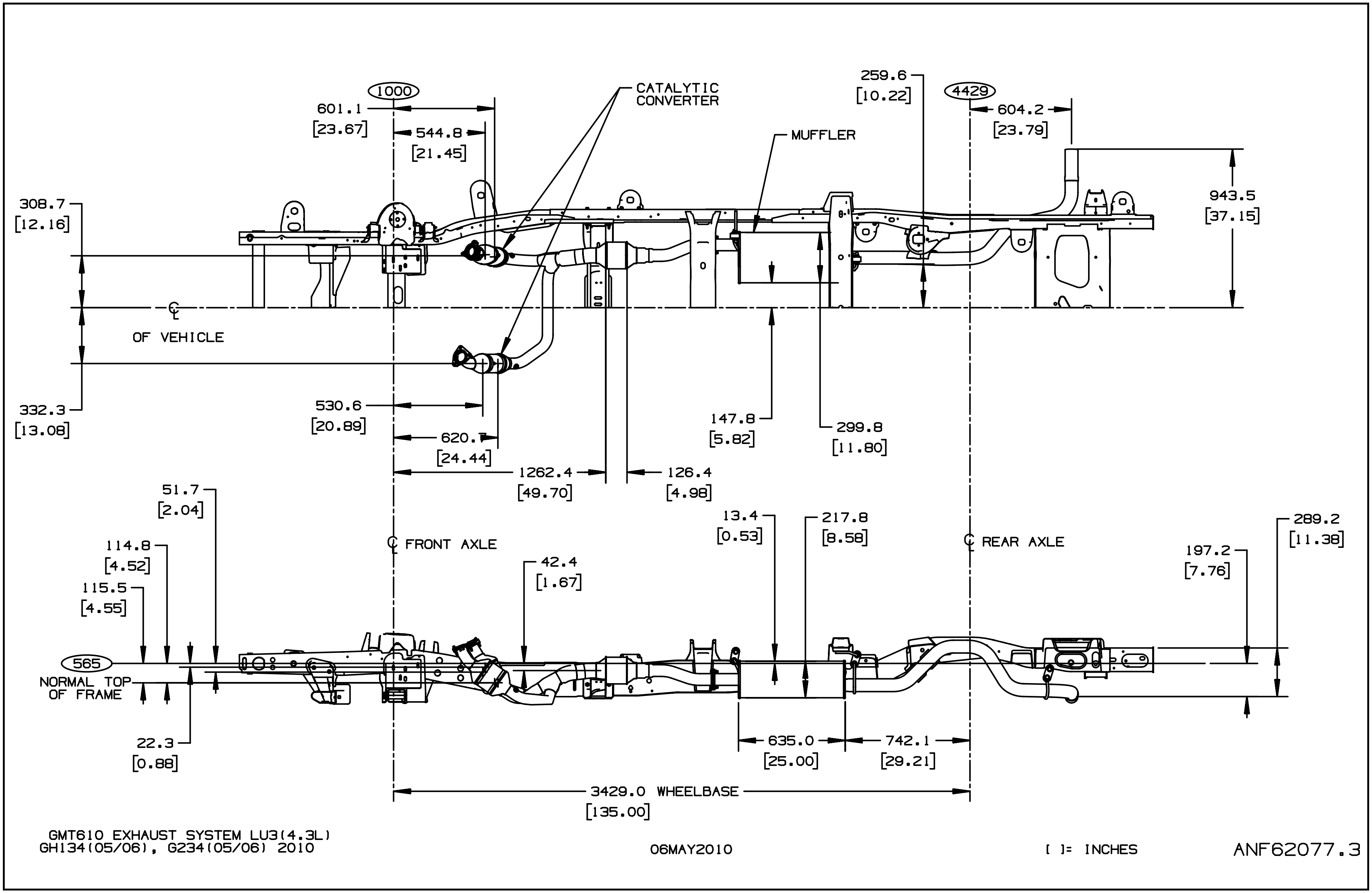
GMT610 - FUEL SENDER ASM 33 & 57 GALLON
FUEL TANKS G335/338/339/03 2009

25AP2009 JF

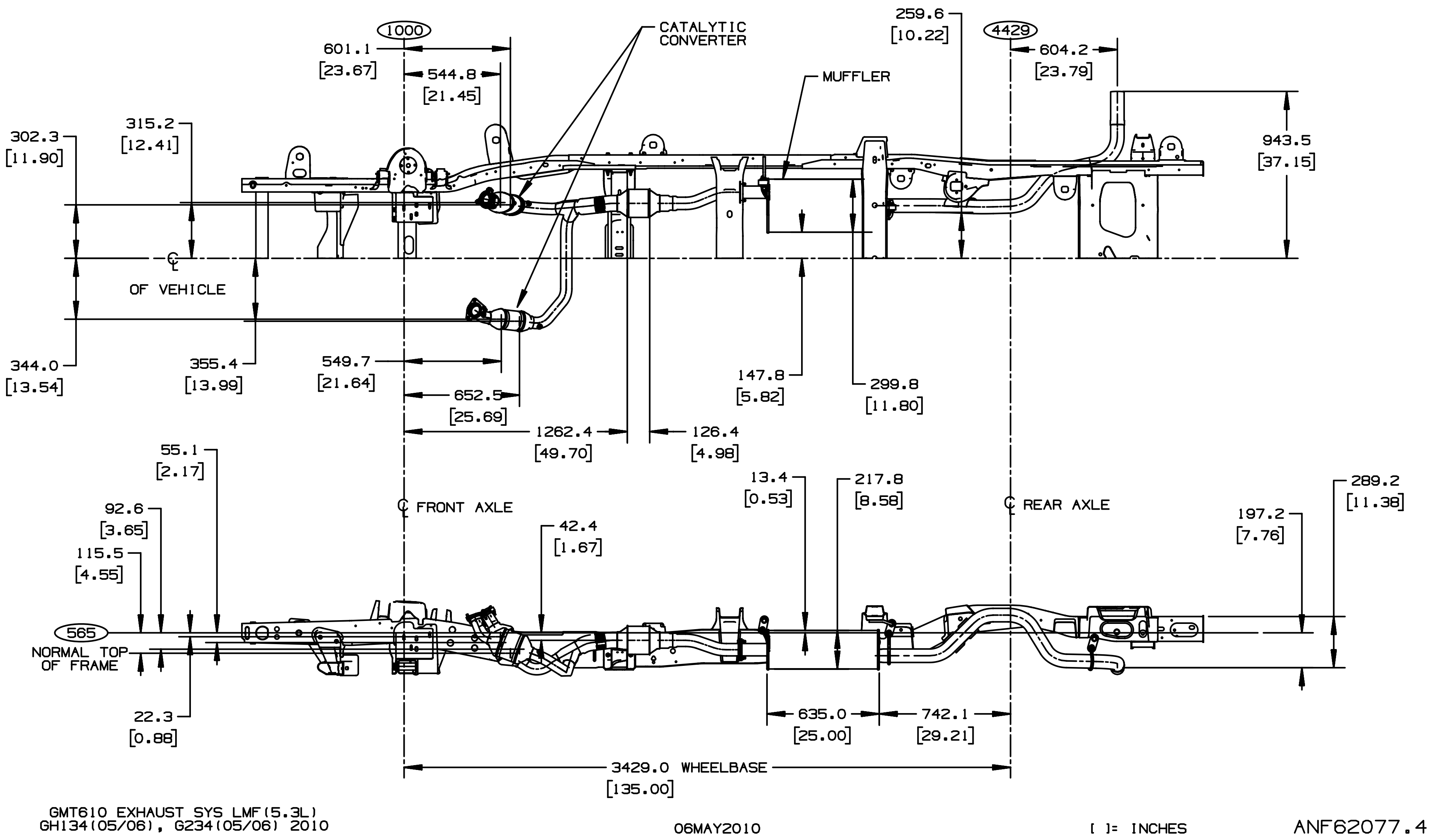
[ ]= INCHES

ANF60747.4

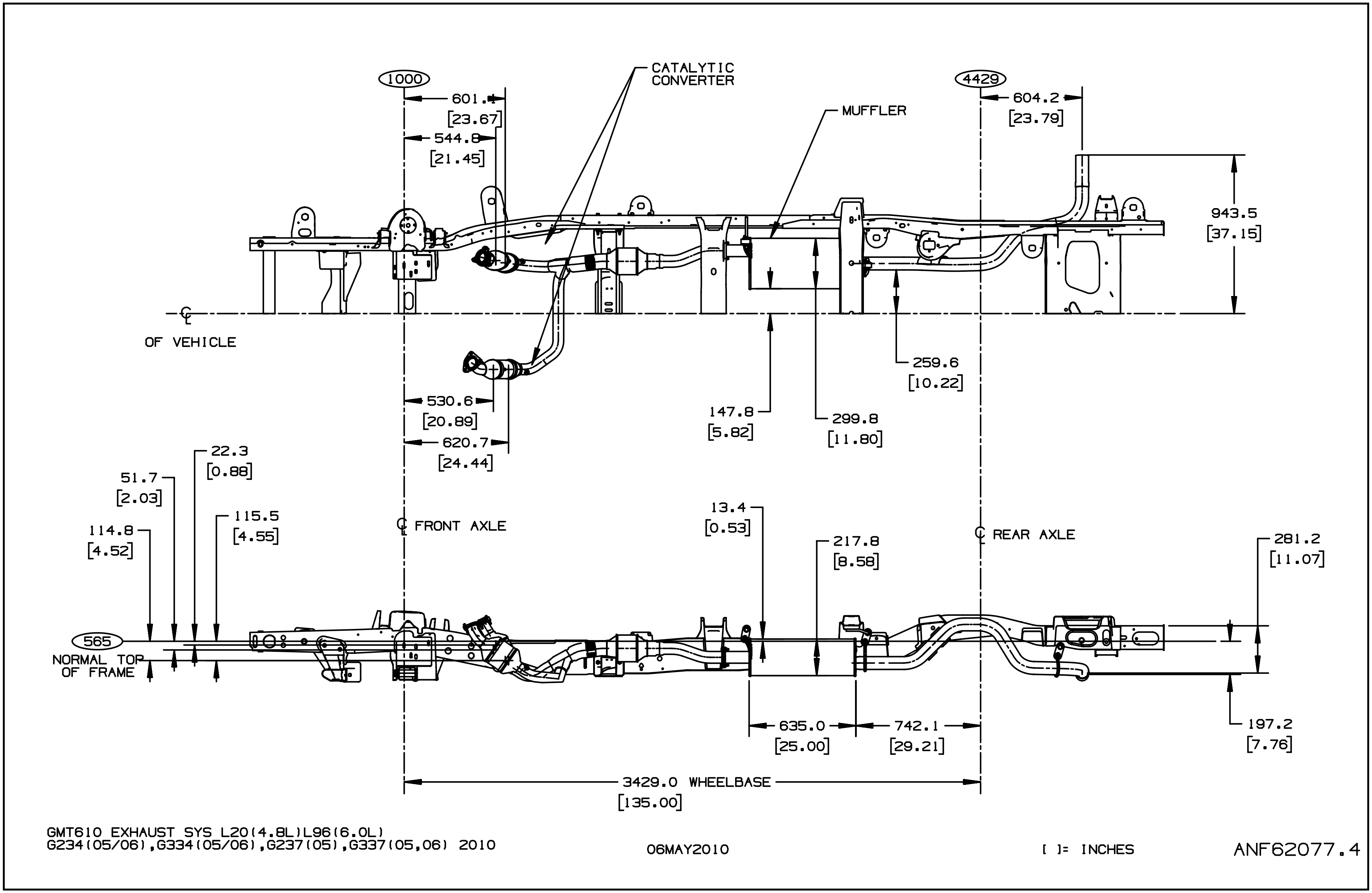
Exhaust System, 135” WB – w/Vortec 4.3L V6 (LU3)


1000
601.1
[23.67]
544.8
[21.45]
CATALYTIC
CONVERTER
259.6
[10.22]
4429
604.2
[23.79]
MUFFLER
943.5
[37.15]
308.7
[12.16]
℄
OF VEHICLE
332.3
[13.08]
530.6
[20.89]
620.7
[24.44]
1262.4
[49.70]
126.4
[4.98]
147.8
[5.82]
299.8
[11.80]
51.7
[2.04]
114.8
[4.52]
115.5
[4.55]
℄ FRONT AXLE
42.4
[1.67]
13.4
[0.53]
217.8
[8.58]
℄ REAR AXLE
289.2
[11.38]
197.2
[7.76]
565
NORMAL TOP
OF FRAME
22.3
[0.88]
635.0
[25.00]
742.1
[29.21]
3429.0 WHEELBASE
[135.00]
GMT610 EXHAUST SYSTEM LU3(4.3L)
GH134(05/06), G234(05/06) 2010
06MAY2010
[ ]= INCHES
ANF62077.3

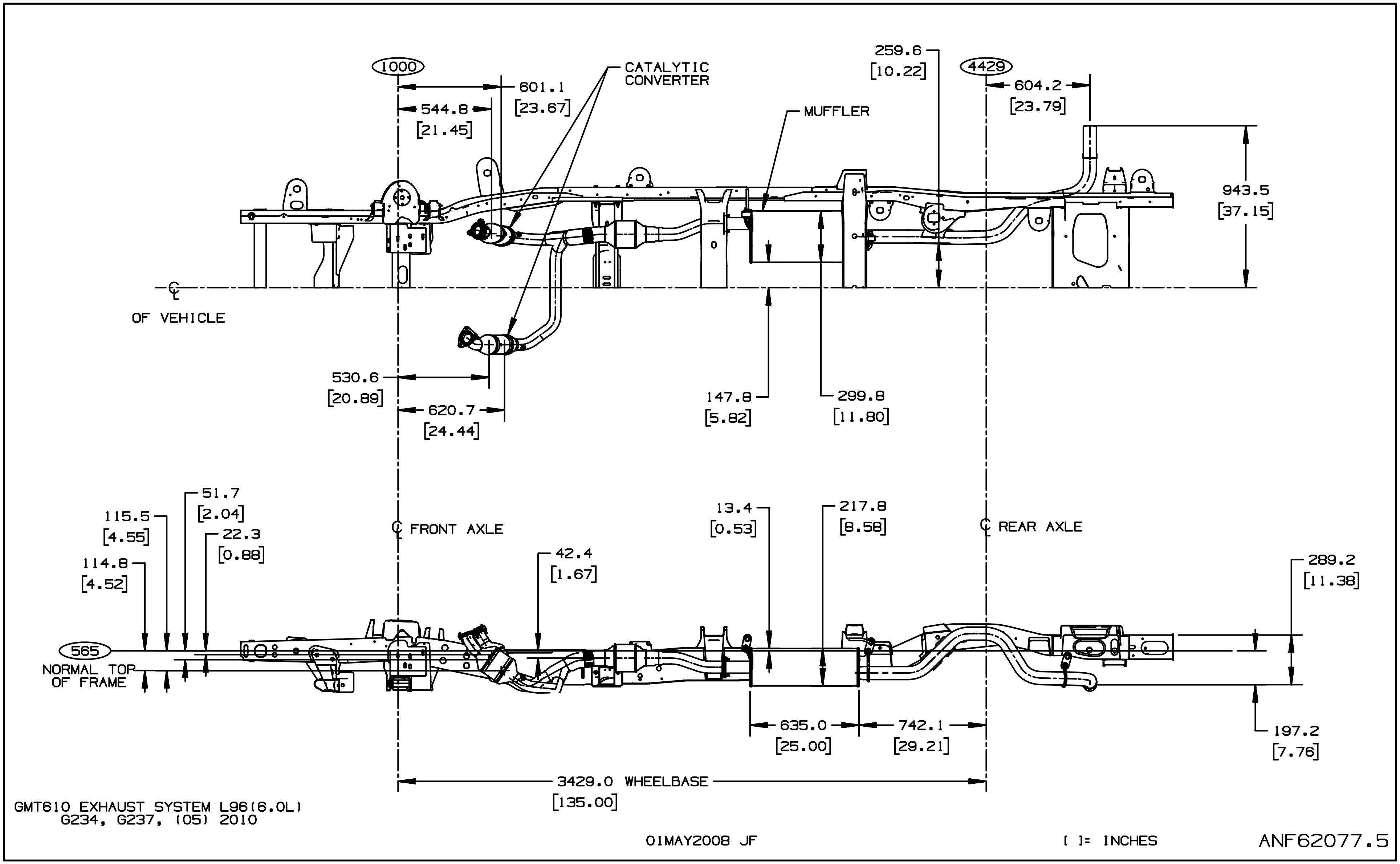
Exhaust System, 135” WB – w/Vortec 5.3L V8 5300 (LMF)


1000
601.1
[23.67]
544.8
[21.45]
CATALYTIC
CONVERTER
259.6
[10.22]
4429
604.2
[23.79]
MUFFLER
302.3
[11.90]
315.2
[12.41]
943.5
[37.15]
℄
OF VEHICLE
344.0
[13.54]
355.4
[13.99]
549.7
[21.64]
652.5
[25.69]
147.8
[5.82]
299.8
[11.80]
1262.4
[49.70]
126.4
[4.98]
55.1
[2.17]
13.4
[0.53]
217.8
[8.58]
289.2
[11.38]
92.6
[3.65]
℄ FRONT AXLE
℄ REAR AXLE
42.4
[1.67]
197.2
[7.76]
115.5
[4.55]
565
NORMAL TOP
OF FRAME
22.3
[0.88]
635.0
[25.00]
742.1
[29.21]
3429.0 WHEELBASE
[135.00]
GMT610 EXHAUST SYS LMF(5.3L)
GH134(05/06), G234(05/06) 2010
06MAY2010
[ ]= INCHES
ANF62077.4

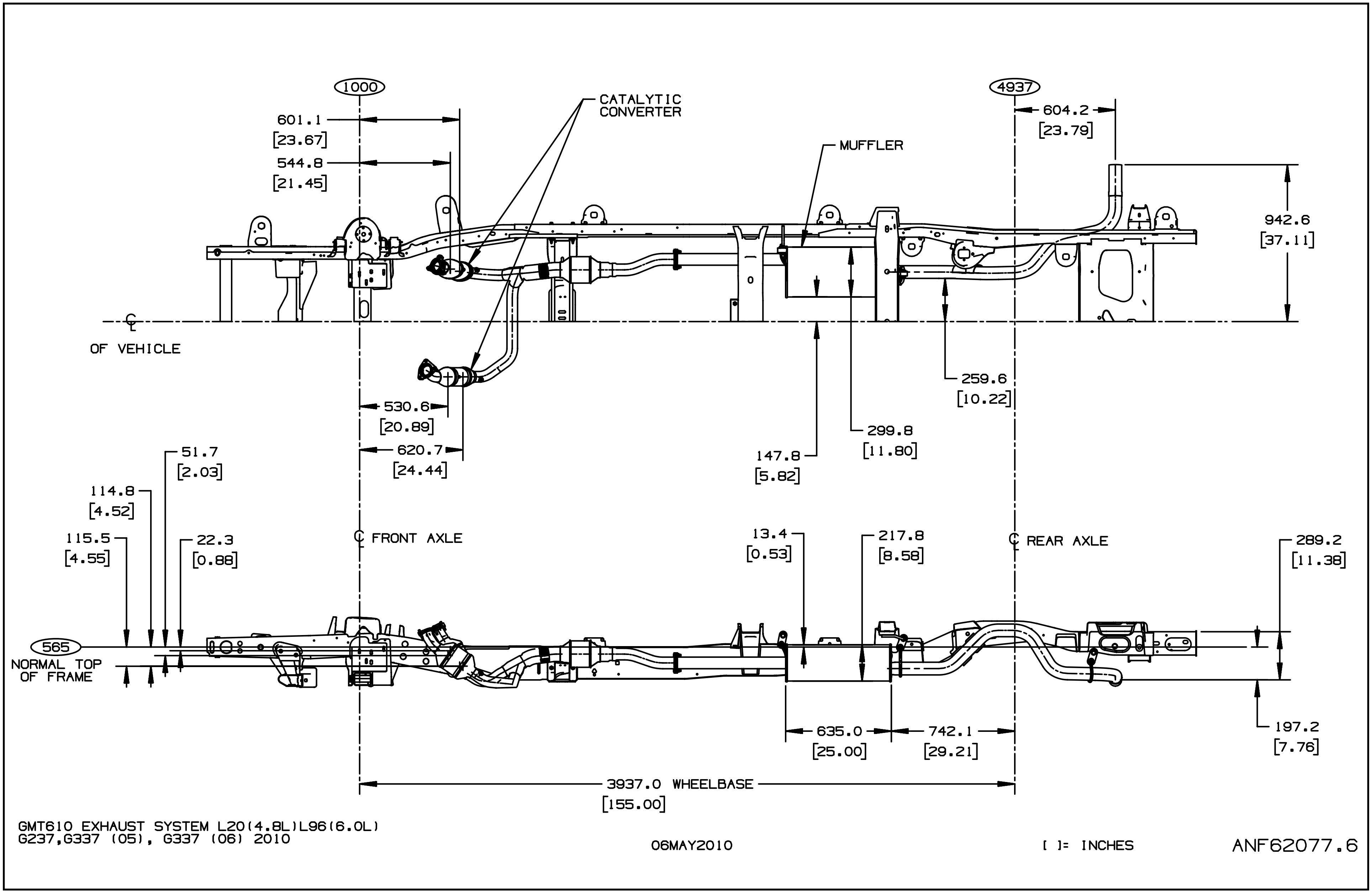
Exhaust System, 135” WB – w/Vortec 4.8L V8 (L20) & 6.0L V8 (L96)


CATALYTIC CONVERTER
1000
4429
601.1
[23.67]
544.8
[21.45]
MUFFLER
604.2
[23.79]
943.5
[37.15]
℄ OF VEHICLE
259.6
[10.22]
530.6
[20.89]
147.8
[5.82]
299.8
[11.80]
620.7
[24.44]
22.3
[0.88]
51.7
[2.03]
115.5
[4.55]
114.8
[4.52]
℄ FRONT AXLE
13.4
[0.53]
217.8
[8.58]
℄ REAR AXLE
281.2
[11.07]
565
NORMAL TOP OF FRAME
635.0
[25.00]
742.1
[29.21]
197.2
[7.76]
3429.0 WHEELBASE
[135.00]
GMT610 EXHAUST SYS L20(4.8L)L96(6.0L)
G234(05/06),G334(05/06),G237(05),G337(05,06) 2010
06MAY2010
[ ]= INCHES
ANF62077.4

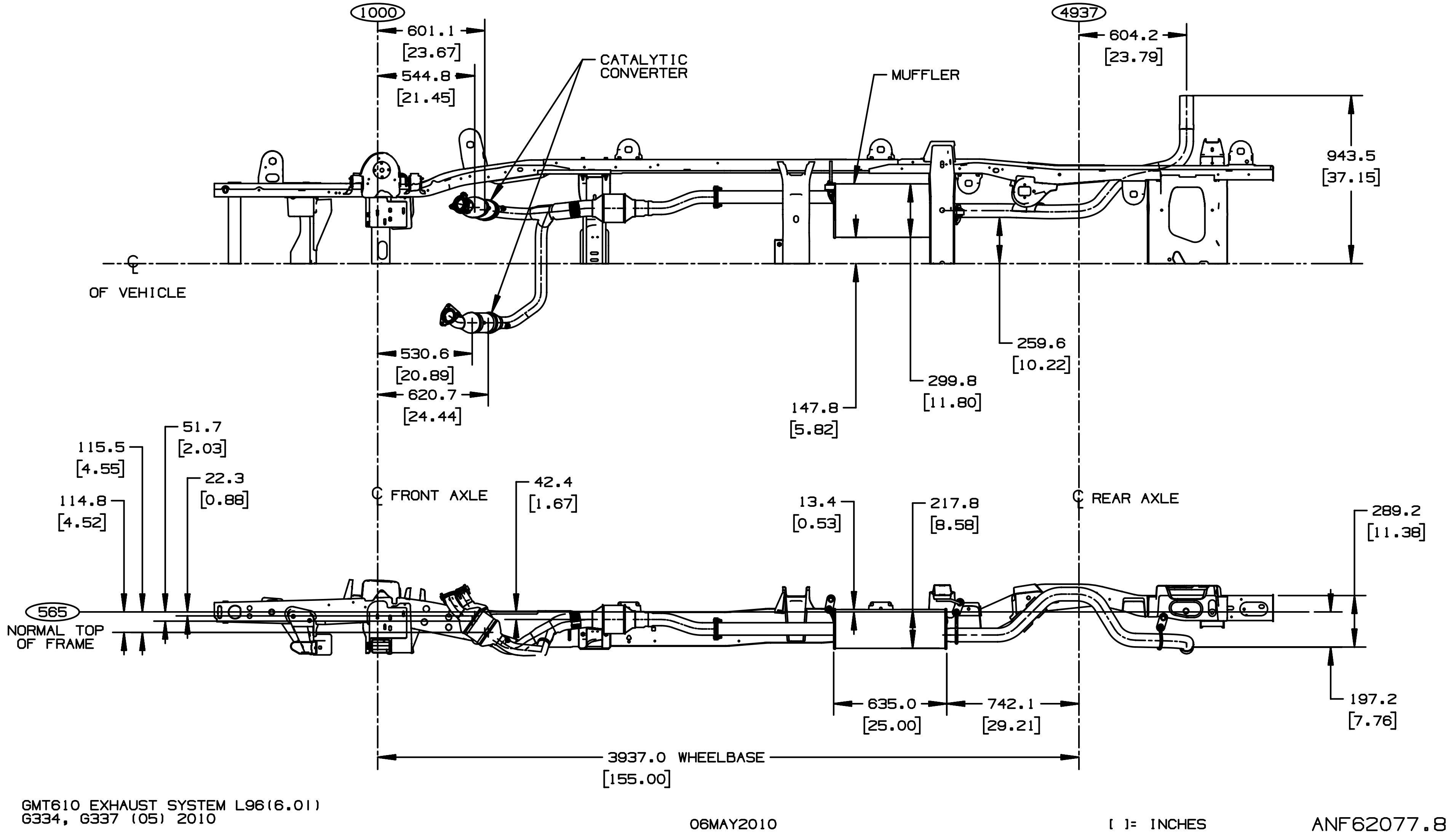
Exhaust System, Medium Duty Passenger Vehicle (MDPV), 135" WB – w/Vortec 6.0L V8 (L96)


1000
4429
CATALYTIC CONVERTER
MUFFLER
601.1 [23.67]
544.8 [21.45]
259.6 [10.22]
604.2 [23.79]
943.5 [37.15]
℄ OF VEHICLE
530.6 [20.89]
620.7 [24.44]
147.8 [5.82]
299.8 [11.80]
51.7 [2.04]
115.5 [4.55]
22.3 [0.88]
114.8 [4.52]
℄ FRONT AXLE
42.4 [1.67]
13.4 [0.53]
217.8 [8.58]
℄ REAR AXLE
289.2 [11.38]
565
NORMAL TOP OF FRAME
635.0 [25.00]
742.1 [29.21]
197.2 [7.76]
3429.0 WHEELBASE [135.00]
GMT610 EXHAUST SYSTEM L96(6.0L) G234, G237, (05) 2010
01MAY2008 JF
[ ]= INCHES
ANF62077.5

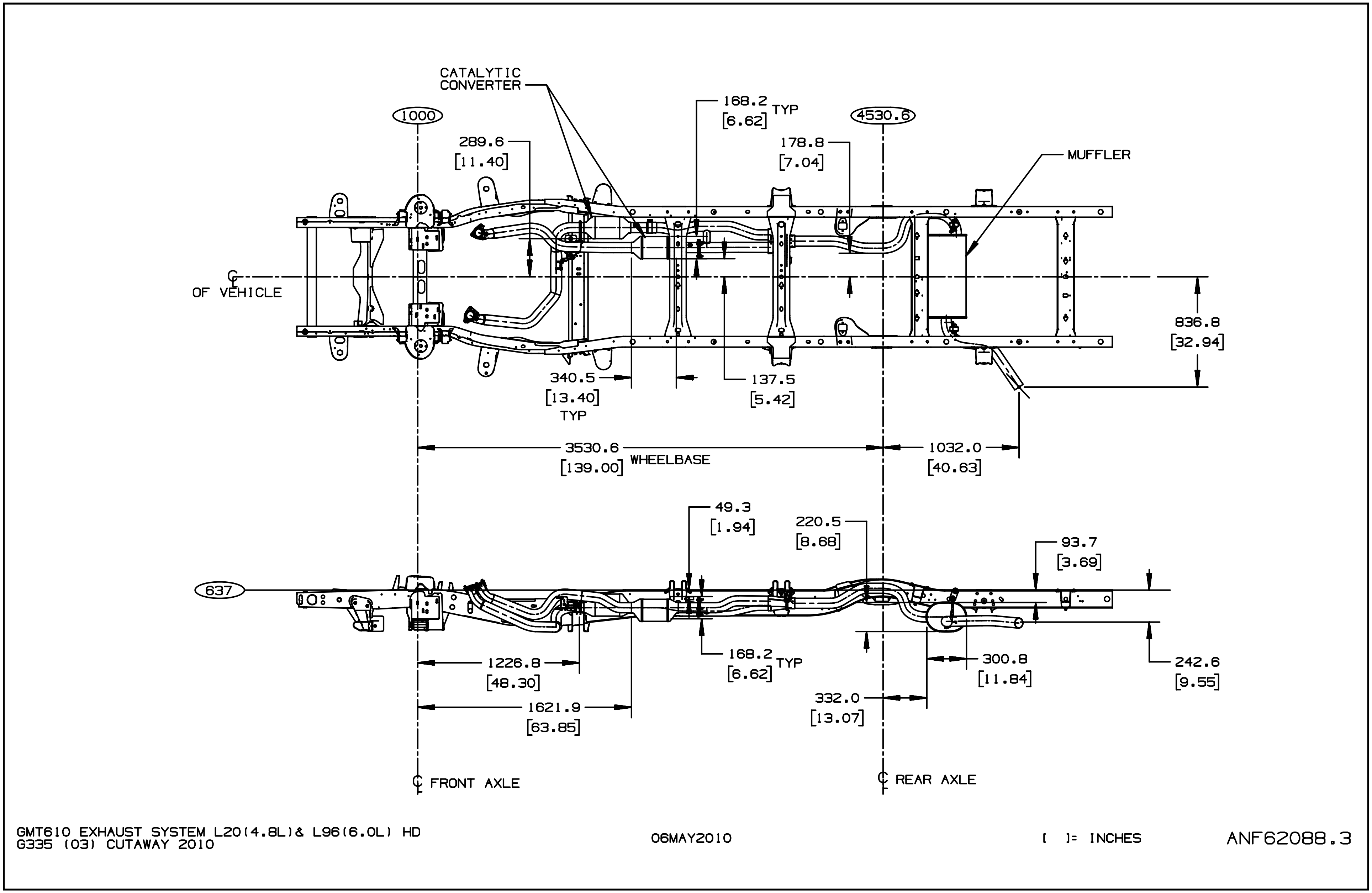
Exhaust System, 155" WB – w/Vortec 4.8L V8 (L20) & 6.0L V8 (L96)


1000
4937
CATALYTIC CONVERTER
601.1 [23.67]
544.8 [21.45]
604.2 [23.79]
MUFFLER
942.6 [37.11]
℄ OF VEHICLE
530.6 [20.89]
620.7 [24.44]
259.6 [10.22]
299.8 [11.80]
147.8 [5.82]
51.7 [2.03]
114.8 [4.52]
115.5 [4.55]
22.3 [0.88]
℄ FRONT AXLE
13.4 [0.53]
217.8 [8.58]
℄ REAR AXLE
289.2 [11.38]
565
NORMAL TOP OF FRAME
635.0 [25.00]
742.1 [29.21]
197.2 [7.76]
3937.0 WHEELBASE [155.00]
GMT610 EXHAUST SYSTEM L20(4.8L)L96(6.0L)
G237,G337 (05), G337 (06) 2010
06MAY2010
[ ]= INCHES
ANF62077.6

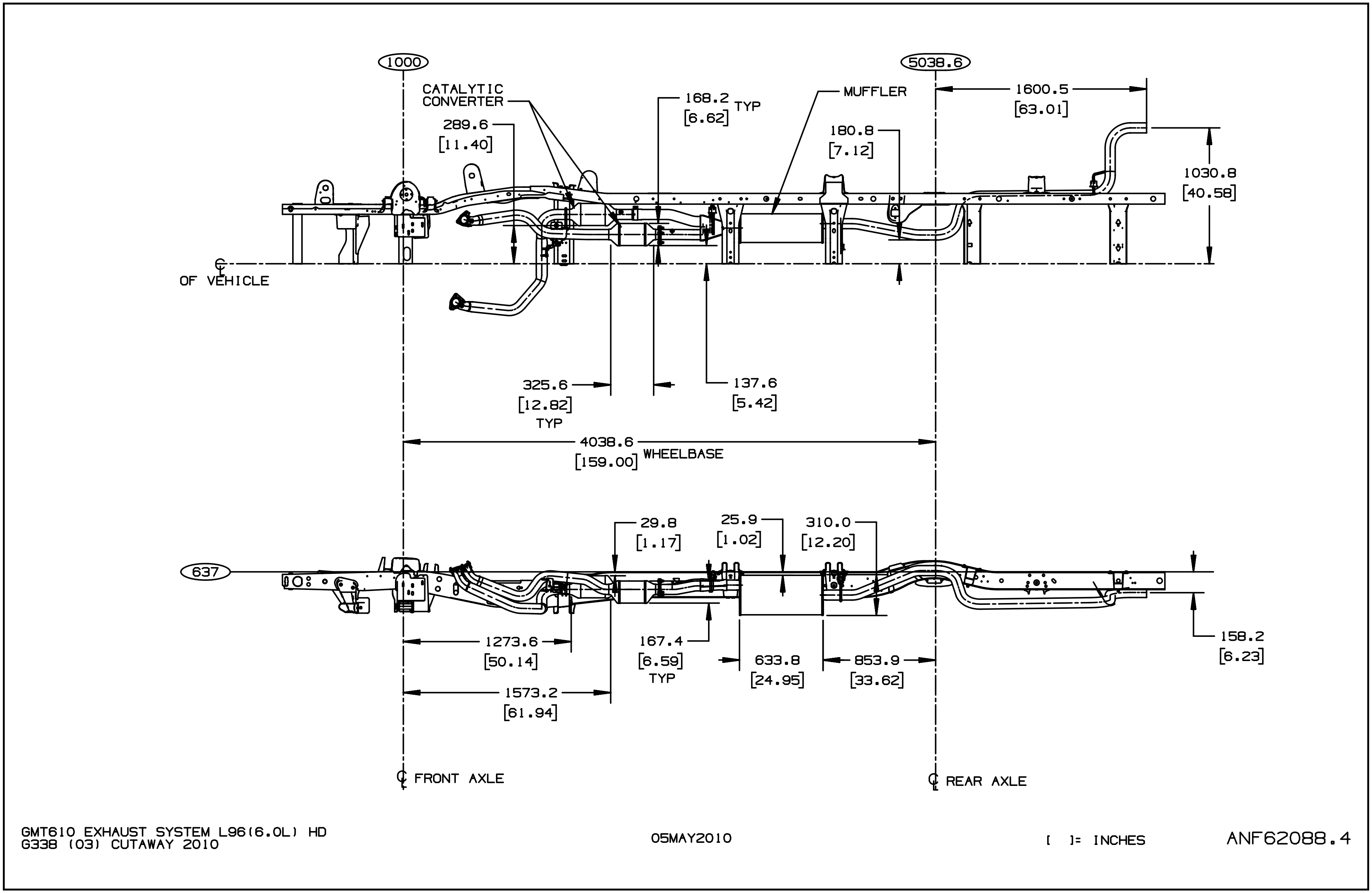
Exhaust System, Medium Duty Passenger Vehicle (MDPV), 155" WB – w/Vortec 6.0L V8 (L96)


1000
4937
601.1
[23.67]
544.8
[21.45]
CATALYTIC CONVERTER
MUFFLER
604.2
[23.79]
943.5
[37.15]
℄ OF VEHICLE
530.6
[20.89]
620.7
[24.44]
259.6
[10.22]
299.8
[11.80]
147.8
[5.82]
115.5
[4.55]
51.7
[2.03]
22.3
[0.88]
114.8
[4.52]
℄ FRONT AXLE
42.4
[1.67]
13.4
[0.53]
217.8
[8.58]
℄ REAR AXLE
289.2
[11.38]
565
NORMAL TOP OF FRAME
635.0
[25.00]
742.1
[29.21]
197.2
[7.76]
3937.0 WHEELBASE
[155.00]
GMT610 EXHAUST SYSTEM L96(6.0l)
G334, G337 (05) 2010
06MAY2010
[ ]= INCHES
ANF62077.8

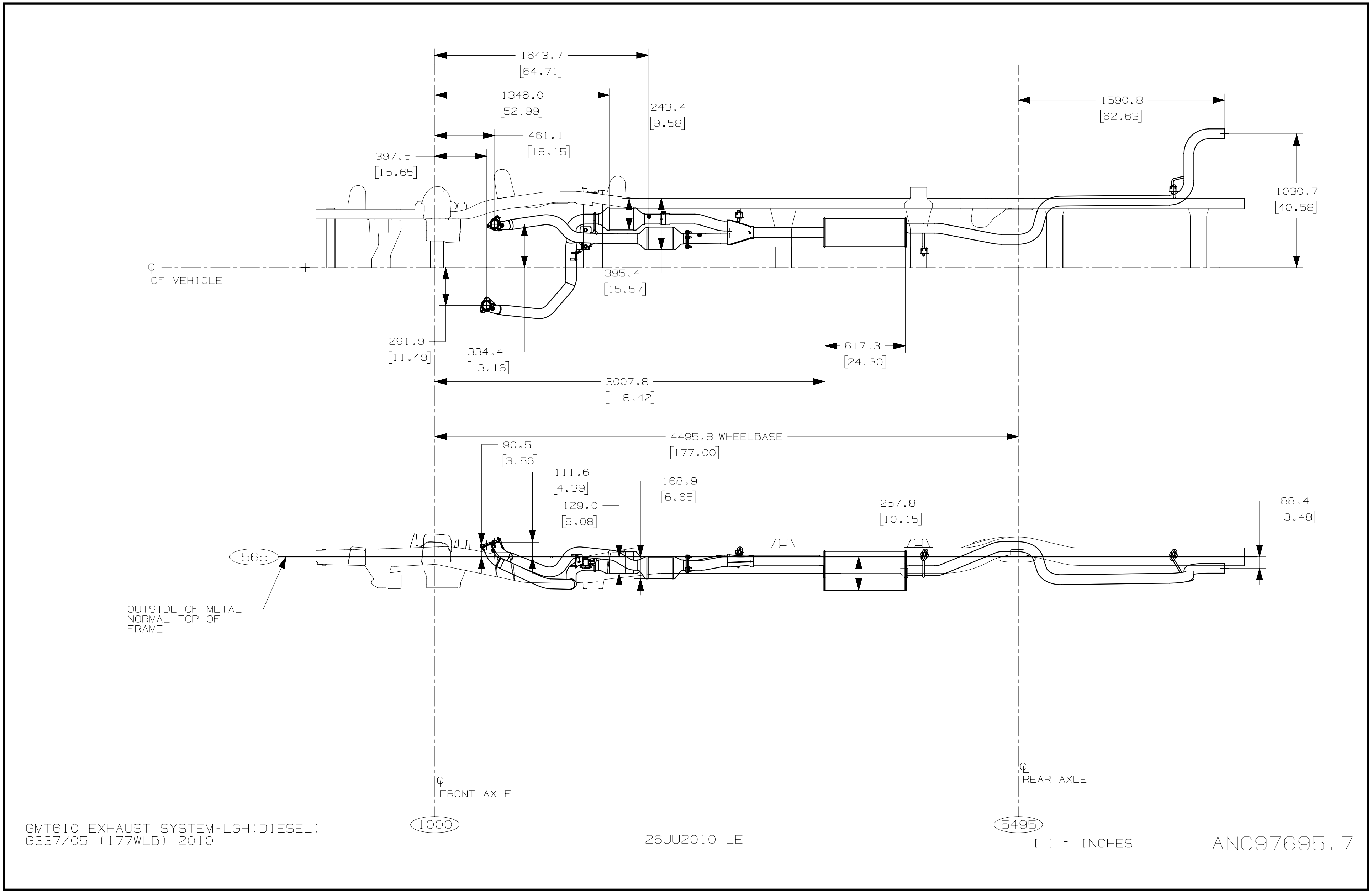
Exhaust System, G33503, 139” WB – w/Vortec 4.8L V8 (L20) & 6.0L V8 (L96)


CATALYTIC CONVERTER
1000
289.6
[11.40]
168.2 TYP
[6.62]
4530.6
178.8
[7.04]
MUFFLER
℄ OF VEHICLE
836.8
[32.94]
340.5
[13.40]
TYP
137.5
[5.42]
3530.6
[139.00] WHEELBASE
1032.0
[40.63]
49.3
[1.94]
220.5
[8.68]
93.7
[3.69]
637
168.2 TYP
[6.62]
300.8
[11.84]
242.6
[9.55]
1226.8
[48.30]
332.0
[13.07]
1621.9
[63.85]
℄ FRONT AXLE
℄ REAR AXLE
GMT610 EXHAUST SYSTEM L20(4.8L)& L96(6.0L) HD
G335 (03) CUTAWAY 2010
06MAY2010
[ ]= INCHES
ANF62088.3

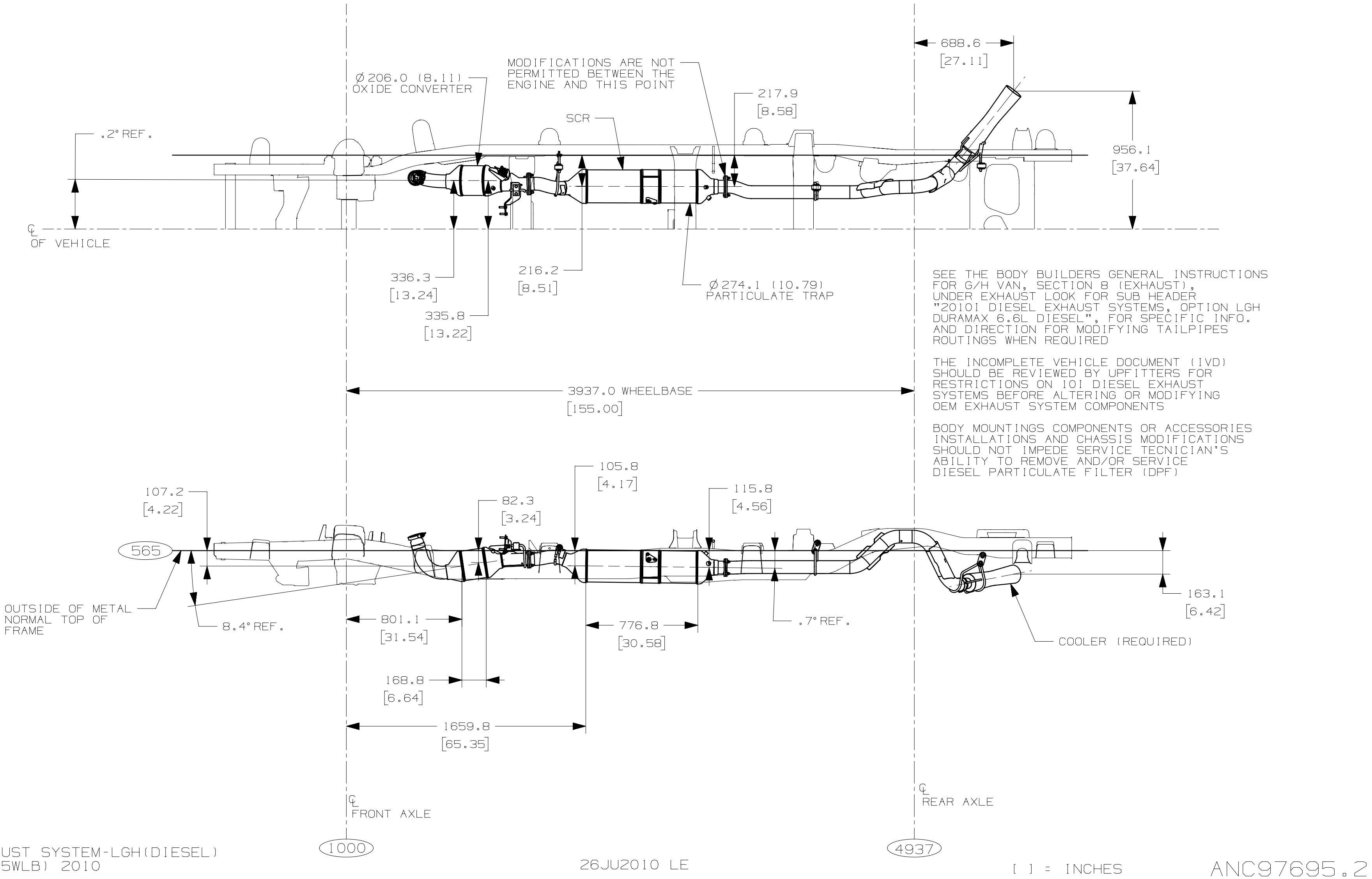
Exhaust System, G33803, 159" WB – w/Vortec 6.0L V8 (L96)


1000
5038.6
CATALYTIC CONVERTER
289.6
[11.40]
168.2 TYP
[6.62]
MUFFLER
180.8
[7.12]
1600.5
[63.01]
1030.8
[40.58]
℄ OF VEHICLE
325.6
[12.82]
TYP
137.6
[5.42]
4038.6
[159.00] WHEELBASE
29.8
[1.17]
25.9
[1.02]
310.0
[12.20]
637
1273.6
[50.14]
167.4
[6.59]
TYP
633.8
[24.95]
853.9
[33.62]
158.2
[6.23]
1573.2
[61.94]
℄ FRONT AXLE
℄ REAR AXLE
GMT610 EXHAUST SYSTEM L96(6.0L) HD
G338 (03) CUTAWAY 2010
05MAY2010
[ ]= INCHES
ANF62088.4

Exhaust System, G33903, 177” WB – w/Vortec 6.0L V8 (L96)


1643.7
[64.71]
1346.0
[52.99]
243.4
[9.58]
461.1
[18.15]
397.5
[15.65]
1590.8
[62.63]
1030.7
[40.58]
℄
OF VEHICLE
395.4
[15.57]
291.9
[11.49]
334.4
[13.16]
617.3
[24.30]
3007.8
[118.42]
4495.8 WHEELBASE
[177.00]
90.5
[3.56]
111.6
[4.39]
168.9
[6.65]
129.0
[5.08]
257.8
[10.15]
88.4
[3.48]
565
OUTSIDE OF METAL
NORMAL TOP OF
FRAME
℄
FRONT AXLE
℄
REAR AXLE
1000
5495
GMT610 EXHAUST SYSTEM-LGH(DIESEL)
G337/05 (177WLB) 2010
26JU2010 LE
[ ] = INCHES
ANC97695.7

Exhaust System, G33405, 135” WB – w/ Duramax 6.6L V8 (LGH)

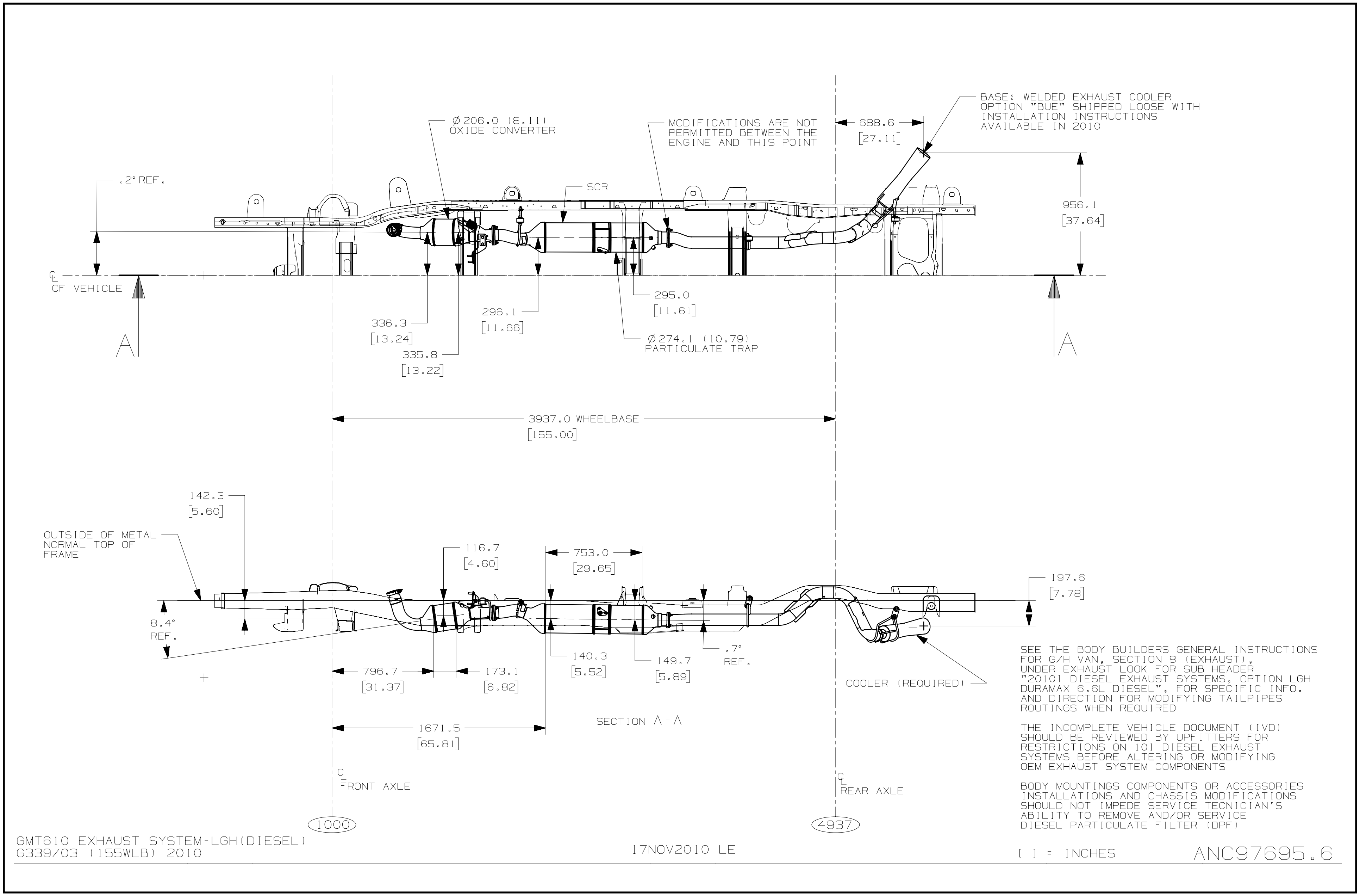

Ø 206.0 (8.11)
OXIDE CONVERTER
MODIFICATIONS ARE NOT PERMITTED BETWEEN THE ENGINE AND THIS POINT
688.6
[27.11]
217.9
[8.58]
SCR
.2° REF.
956.1
[37.64]
℄ OF VEHICLE
336.3
[13.24]
216.2
[8.51]
335.8
[13.22]
Ø 274.1 (10.79)
PARTICULATE TRAP
3937.0 WHEELBASE
[155.00]
105.8
[4.17]
107.2
[4.22]
82.3
[3.24]
115.8
[4.56]
565
OUTSIDE OF METAL NORMAL TOP OF FRAME
8.4° REF.
801.1
[31.54]
776.8
[30.58]
.7° REF.
163.1
[6.42]
COOLER (REQUIRED)
168.8
[6.64]
1659.8
[65.35]
℄ FRONT AXLE
℄ REAR AXLE
1000
4937
GMT610 EXHAUST SYSTEM-LGH(DIESEL)
G337/05 (155WLB) 2010
26JU2010 LE
[ ] = INCHES
ANC97695.2

SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR G/H VAN, SECTION 8 (EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2010I DIESEL EXHAUST SYSTEMS, OPTION LGH DURAMAX 6.6L DIESEL", FOR SPECIFIC INFO. AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED

THE INCOMPLETE VEHICLE DOCUMENT (IVD) SHOULD BE REVIEWED BY UPFITTERS FOR RESTRICTIONS ON 10I DIESEL EXHAUST SYSTEMS BEFORE ALTERING OR MODIFYING OEM EXHAUST SYSTEM COMPONENTS

BODY MOUNTINGS COMPONENTS OR ACCESSORIES INSTALLATIONS AND CHASSIS MODIFICATIONS SHOULD NOT IMPEDE SERVICE TECNICIAN'S ABILITY TO REMOVE AND/OR SERVICE DIESEL PARTICULATE FILTER (DPF)

Exhaust System, G33705, 155” WB – w/Duramax 6.6L V8 (LGH)


Ø 206.0 (8.11)
OXIDE CONVERTER
MODIFICATIONS ARE NOT PERMITTED BETWEEN THE ENGINE AND THIS POINT
688.6
[27.11]
BASE: WELDED EXHAUST COOLER OPTION "BUE" SHIPPED LOOSE WITH INSTALLATION INSTRUCTIONS AVAILABLE IN 2010
.2° REF.
SCR
956.1
[37.64]
℄ OF VEHICLE
295.0
[11.61]
296.1
[11.66]
336.3
[13.24]
335.8
[13.22]
Ø 274.1 (10.79)
PARTICULATE TRAP
A
A
3937.0 WHEELBASE
[155.00]
142.3
[5.60]
OUTSIDE OF METAL NORMAL TOP OF FRAME
116.7
[4.60]
753.0
[29.65]
197.6
[7.78]
8.4° REF.
140.3
[5.52]
149.7
[5.89]
.7° REF.
796.7
[31.37]
173.1
[6.82]
COOLER (REQUIRED)
1671.5
[65.81]
SECTION A-A
℄ FRONT AXLE
℄ REAR AXLE
1000
4937

SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR G/H VAN, SECTION 8 (EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2010I DIESEL EXHAUST SYSTEMS, OPTION LGH DURAMAX 6.6L DIESEL", FOR SPECIFIC INFO. AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED

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BODY MOUNTINGS COMPONENTS OR ACCESSORIES INSTALLATIONS AND CHASSIS MODIFICATIONS SHOULD NOT IMPEDE SERVICE TECNICIAN'S ABILITY TO REMOVE AND/OR SERVICE DIESEL PARTICULATE FILTER (DPF)

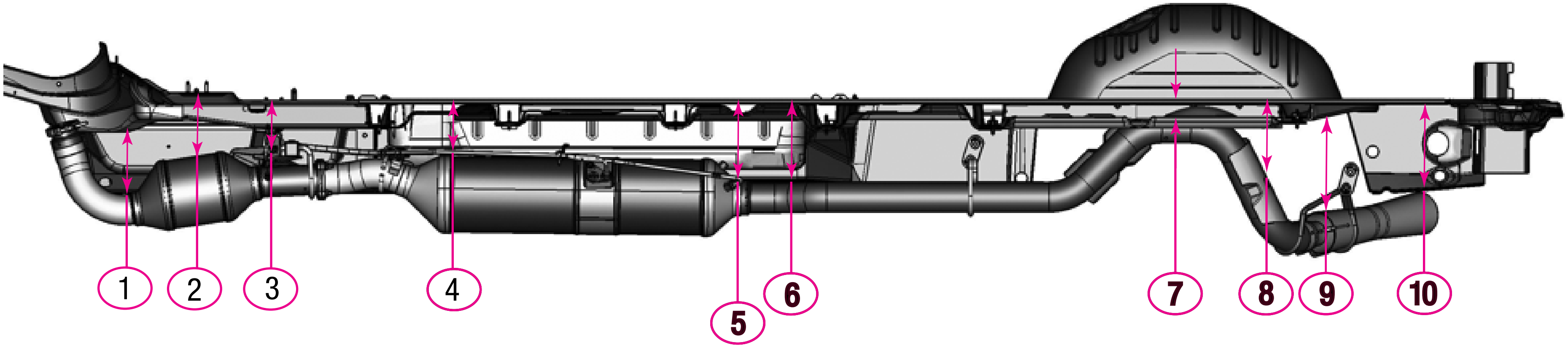
GMT610 EXHAUST SYSTEM-LGH(DIESEL)
G339/03 (155WLB) 2010

17NOV2010 LE

[ ] = INCHES

ANC97695.6

2010i Diesel Emission-Compliant – Opt. LGH/Exhaust Temperature Map on Cargo Vans w/Full Body Shields



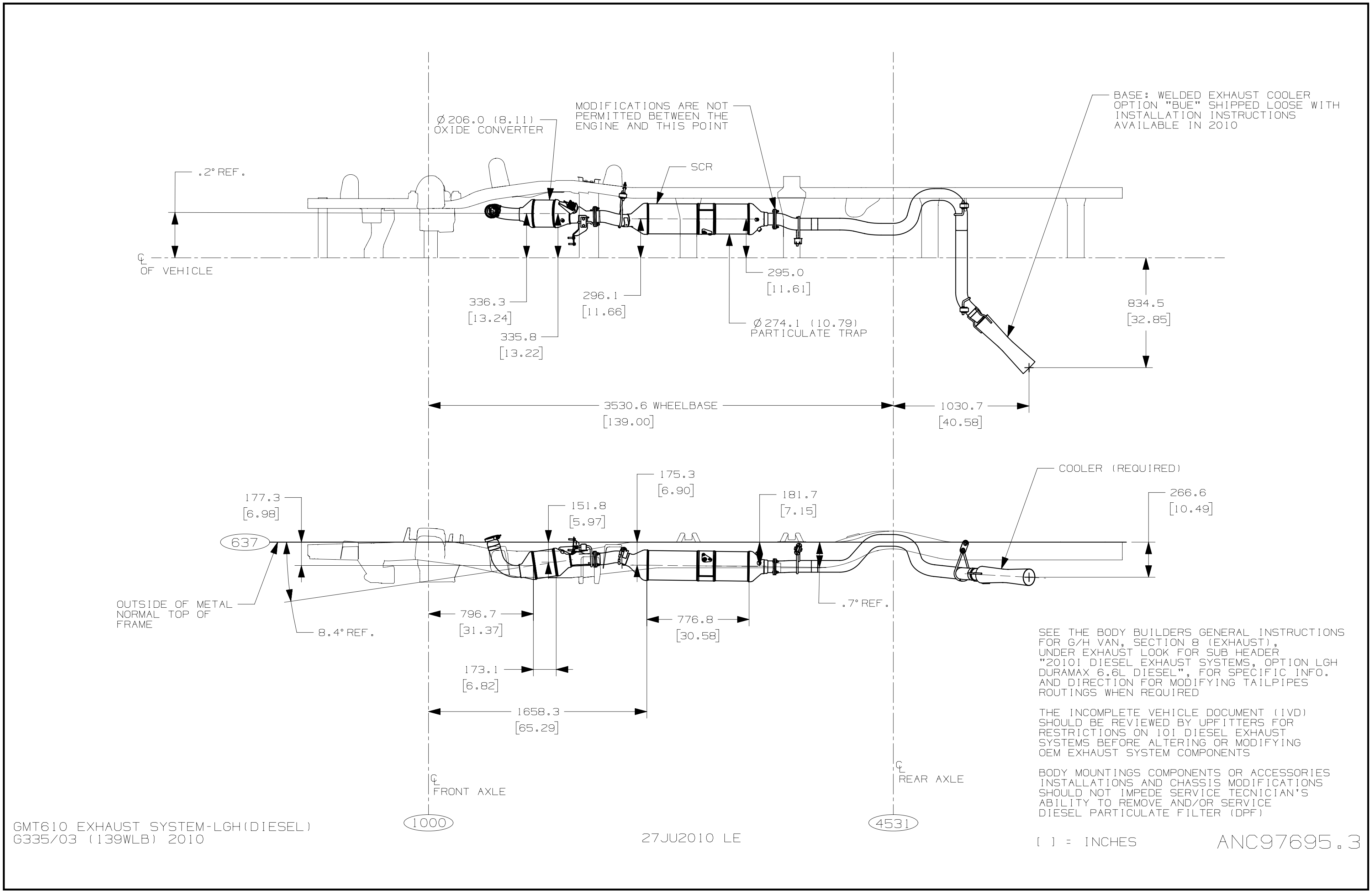
Note: These are typical exhaust skin and gas temperatures and the actual temperatures may vary based on specific operating and environmental conditions, as well as the specific body applications.

LMM 2010i GMT610 Exhaust Surface Temperature Map

Picture Reference #	**Temperature Locations** ***(ref # below diagram)***	**Normal Driving**		**Severe Driving**	
		Max*	Min*	Max*	Min*
1	Exhaust_skin_converter_inlet_pipe	270.9	69.8	333.8	104.7
2	Exhaust_skin_converter	160	82	258.7	104.2
3	Exhaust_skin_converter_outlet_pipe	256.6	67.8	423.4	113.7
4	Exhaust_skin_dpf__front	149.2	84.4	239	94.7
5	Exhaust_skin_dpf_rear	130.6	70.1	213.5	80
6	Exhaust_skin_dpf_outlet_pipe	215.6	58.7	303.7	102.9
7	Exhaust_skin_middle_pipe	211.4	45.9	320.7	67.5
8	Exhaust_skin_before_kickup_pipe	201.7	44	311.7	62.5
9	Exhaust_skin_kickup	224.2	44.9	336.9	69.6
10	Exhaust_skin_tailpipe_jet_pump_top	115.6	42.3	155.6	44

*All temperatures ° centigrade

Exhaust System, G33503, 139" WB – w/Duramax 6.6L V8 (LGH)


.2° REF.
℄ OF VEHICLE
Ø 206.0 (8.11) OXIDE CONVERTER
MODIFICATIONS ARE NOT PERMITTED BETWEEN THE ENGINE AND THIS POINT
SCR
BASE: WELDED EXHAUST COOLER OPTION "BUE" SHIPPED LOOSE WITH INSTALLATION INSTRUCTIONS AVAILABLE IN 2010
336.3 [13.24]
296.1 [11.66]
335.8 [13.22]
295.0 [11.61]
Ø 274.1 (10.79) PARTICULATE TRAP
834.5 [32.85]
3530.6 WHEELBASE [139.00]
1030.7 [40.58]
175.3 [6.90]
COOLER (REQUIRED)
177.3 [6.98]
151.8 [5.97]
181.7 [7.15]
266.6 [10.49]
637
OUTSIDE OF METAL NORMAL TOP OF FRAME
8.4° REF.
796.7 [31.37]
776.8 [30.58]
.7° REF.
173.1 [6.82]
1658.3 [65.29]
℄ FRONT AXLE
℄ REAR AXLE
1000
4531
GMT610 EXHAUST SYSTEM-LGH(DIESEL)
G335/03 (139WLB) 2010
27JU2010 LE
[ ] = INCHES
ANC97695.3

SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR G/H VAN, SECTION 8 (EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2010I DIESEL EXHAUST SYSTEMS, OPTION LGH DURAMAX 6.6L DIESEL", FOR SPECIFIC INFO. AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED

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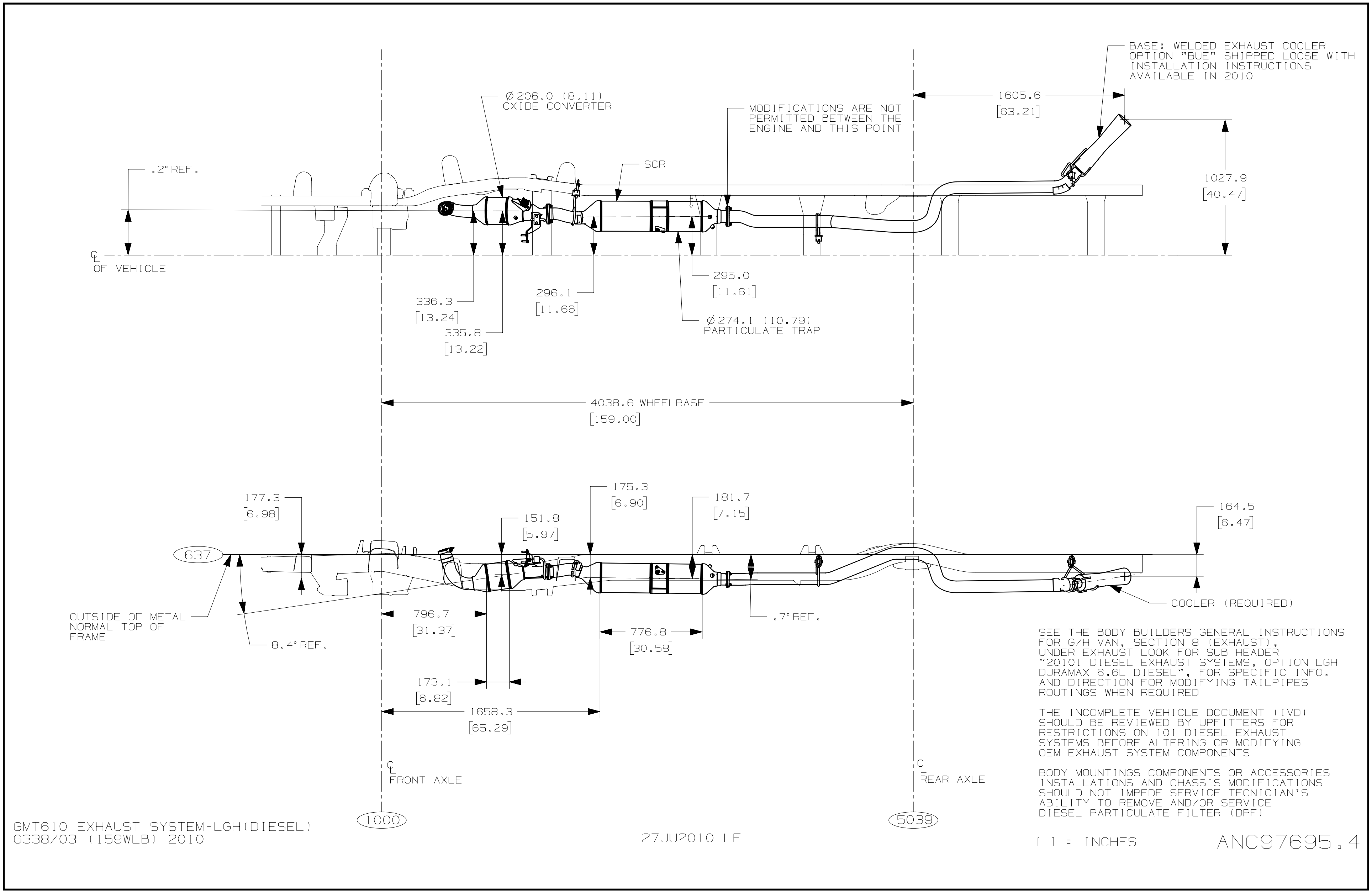
Exhaust System, G33803, 159" WB – w/Duramax 6.6L V8 (LGH)


BASE: WELDED EXHAUST COOLER OPTION "BUE" SHIPPED LOOSE WITH INSTALLATION INSTRUCTIONS AVAILABLE IN 2010
1605.6
[63.21]
Ø 206.0 (8.11) OXIDE CONVERTER
MODIFICATIONS ARE NOT PERMITTED BETWEEN THE ENGINE AND THIS POINT
.2° REF.
SCR
1027.9
[40.47]
℄ OF VEHICLE
295.0
[11.61]
296.1
[11.66]
336.3
[13.24]
335.8
[13.22]
Ø 274.1 (10.79) PARTICULATE TRAP
4038.6 WHEELBASE
[159.00]
175.3
[6.90]
181.7
[7.15]
177.3
[6.98]
151.8
[5.97]
164.5
[6.47]
637
OUTSIDE OF METAL NORMAL TOP OF FRAME
8.4° REF.
796.7
[31.37]
776.8
[30.58]
.7° REF.
COOLER (REQUIRED)
173.1
[6.82]
1658.3
[65.29]
℄ FRONT AXLE
℄ REAR AXLE
1000
5039
GMT610 EXHAUST SYSTEM-LGH(DIESEL)
G338/03 (159WLB) 2010
27JU2010 LE
[ ] = INCHES
ANC97695.4

SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR G/H VAN, SECTION 8 (EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2010I DIESEL EXHAUST SYSTEMS, OPTION LGH DURAMAX 6.6L DIESEL", FOR SPECIFIC INFO. AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED

THE INCOMPLETE VEHICLE DOCUMENT (IVD) SHOULD BE REVIEWED BY UPFITTERS FOR RESTRICTIONS ON 10I DIESEL EXHAUST SYSTEMS BEFORE ALTERING OR MODIFYING OEM EXHAUST SYSTEM COMPONENTS

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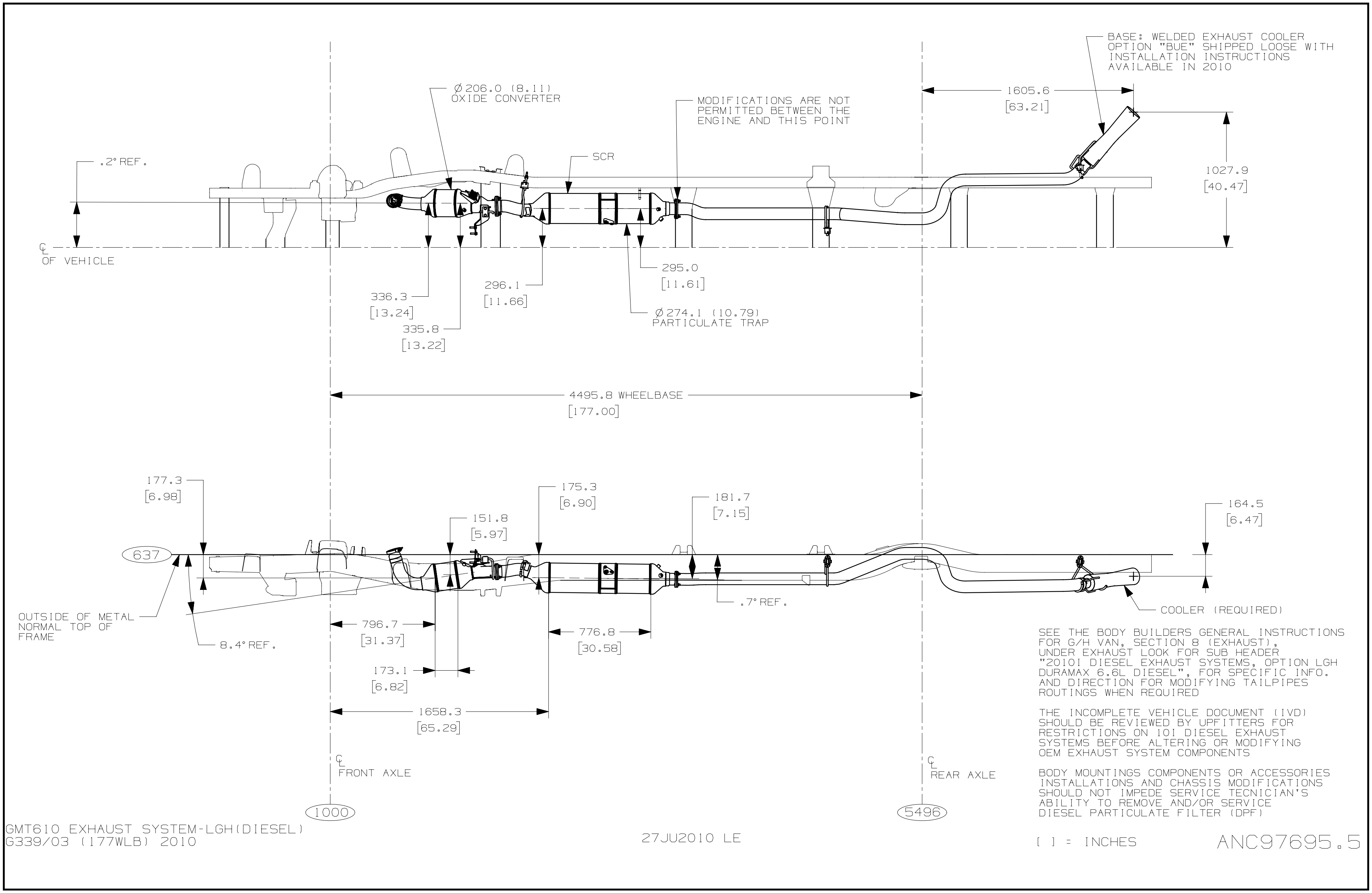
Exhaust System, G33903, 177” WB – w/Duramax 6.6L V8 (LGH)


BASE: WELDED EXHAUST COOLER
OPTION "BUE" SHIPPED LOOSE WITH
INSTALLATION INSTRUCTIONS
AVAILABLE IN 2010
Ø 206.0 (8.11)
OXIDE CONVERTER
MODIFICATIONS ARE NOT
PERMITTED BETWEEN THE
ENGINE AND THIS POINT
1605.6
[63.21]
.2° REF.
SCR
1027.9
[40.47]
℄ OF VEHICLE
295.0
[11.61]
296.1
[11.66]
336.3
[13.24]
335.8
[13.22]
Ø 274.1 (10.79)
PARTICULATE TRAP
4495.8 WHEELBASE
[177.00]
177.3
[6.98]
175.3
[6.90]
181.7
[7.15]
164.5
[6.47]
151.8
[5.97]
637
OUTSIDE OF METAL
NORMAL TOP OF
FRAME
8.4° REF.
.7° REF.
COOLER (REQUIRED)
796.7
[31.37]
776.8
[30.58]
173.1
[6.82]
1658.3
[65.29]
℄ FRONT AXLE
℄ REAR AXLE
1000
5496
GMT610 EXHAUST SYSTEM-LGH(DIESEL)
G339/03 (177WLB) 2010
27JU2010 LE
[ ] = INCHES
ANC97695.5

SEE THE BODY BUILDERS GENERAL INSTRUCTIONS FOR G/H VAN, SECTION 8 (EXHAUST), UNDER EXHAUST LOOK FOR SUB HEADER "2010I DIESEL EXHAUST SYSTEMS, OPTION LGH DURAMAX 6.6L DIESEL", FOR SPECIFIC INFO. AND DIRECTION FOR MODIFYING TAILPIPES ROUTINGS WHEN REQUIRED

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